

Established February, 1845.



號六月七年七十八百八千一英

HONGKONG, WEDNESDAY, JULY 6, 1887.

Business Notices.

CHRIST Y'S

FITTED WITH

CRAWFORD &

VENTILATED PERSPIRATION-PROOF BANDS.

 $N \quad E \quad W \qquad G \quad O \quad O \quad D \quad S.$

PICOT EDGE RIBBONS, all Colours.

BLACK BEADED TABLIERS and DRESS TRIMMINGS.

Tailors, Hatters, Shirtmakers & General Outsitters.

QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

EX LATE ARRIVALS.

OUR SPRING STOCK OF

HANDKERCHIEFS, &c.

Wictoria Elotel,

Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central

larged and improved and is now one of the pr. scipal Horses in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most

The Accommodation and Service of every kind will be found to be of the best description.

An ample and varied TABLE D'HOTE is always provided and served in the spacious,

The HOTEL also contains handsome and confortable Reception, READING, BILLIARD

QUEEN'S ROAD CENTRAL, HONGKONG.

J. COOK, Proprietor.

THE HOTEL IS CENTRALLY SITUATED AND WITHIN A FEW MINUTES' WALK PROM

THE PRINCIPAL LANDING PLACES.

GOOD ACCOMMODATION FOR VISITORS.

CHARGES MODERATE.

TIFFIN at 1 o'Clock. DINNER at 7.30.

TIFFIN 50 CENTS. DINNER 75 CENTS.

WINES, SPIRITS AND MALT LIQUORS OF THE VERY BEST QUALITY ONLY. .

The HOTEL is unsurpassed for comfort, convenience and quick service.

and airy positions in the Colony and commanding a splendid view of almost

the entire harbour and within five minutes' we'k of the principal Government

Offices (including the Post Office), Banks, &c , has recently been much en-

comfortable and handsome manner, suited to the requirements of the Far East.

Messrs. DORABJEE & HING KEE,

BILLIARD

Proprietors.

CHRISTY'S FELT, TERAL and STREW HARD

MENTLEMEN'S SHIRTS and COLLARS,

PANTS and HALF-HOSE,

BOOTS and SHOES,

LANE, CRAWFORD & Co.

TUSSORE STRIPE DRESS MATERIALS.

FIVE O'CLOCK TEA CLOTHS. TIFFIN CLOTHS.

NEW FANCY WORK.

(CHEAP AND VERY EFFECTIVE.)

Hongkong, June 25, 1887.

NEW MILLINERY TRIMMINGS.

VICTORIA EXCHANGE, June 30, 1887.

UNDERVESTS,

Hongkong, April 6, 1887.

and SMOKING ROOMS.

Hongkong, September 16, 1885.

Continenta' Anguages are spoken.

(T E L E P H O N E 21).

T ADIES' MACINTOSH COATS and MANTLES.

UMBRELLAS and PARASOLS.

FOR SALE. TULES MUMM & Co.'s CHAMPAGNE, Quarts\$20 per Case of 1 doz. Pints.....\$21 11 0 2 11 Dubos Frères & de Gernon & Co.'s BORDEAUX CLARETS AND

Auctions.

PUBLIC AUCTION.

SATURDAY,

the 9th July, 1887, at 2 p.m., at his Sales

SUNDRY

JAPANESE WARE, &c.

comprising :-

SATSUMA, KANGA, IMARI, KIOTO, and

TOKIO VASES, JARS, PLATES, BOWLS, IN-

CENSE BURNERS, TEA and COFFEE SETS,

Eng-shell Ware, Enamelled Ware, Gold

and SILVER INLAID BRONZES, KAKIMONOS,

EMBROIDERIES and EMBROIDERED SCREENS.

For Sale.

J. M. ARMSTRONG,

Auctioner.

Terms of Sale.—As customary.

Hongkong, July 5, 1887

Rooms, Queen's Road,—

HE Undersigned has received instruc-tions to Sell by Public Auction, on

WHITE WINES. Baxtor's Colobrated 'Barley Bree' WHISKY, -\$74 per Case of 1 doz. GIBB, LIVINGSTON & Co. Hongkong, July 18, 1884.

NOW PUBLISHED. DUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR

ERNEST J. EITEL, Ph.D., Tubing. THIRD EDITION. REVISED, WITH ADDITIONS.

ASPECTS.

Price. - - - - \$1.50. LANE, CRAWFORD & Co. Hongkong, August 20, 1884.

Notices of Firms.

NOTICE.

TTAVING Transferred my AGENCY to Messrs. NORTON & Co., Mr. ALEXANDER LEVY will Cease to Act for me from this date. GEO. SMITH.

Hongkong, July 1, 1887. MOTICE is hereby given that the Bust-NESS OF GENERAL STORE-RESPERS and Commission Agents previously carried on at Foochow, in the Empire of China, under the Firm or Chop of HOK LEE HONG & Co. by Tiong An Hok and Tan King Sing in Co-partnership, was DISSC VED on the 6th day of January, 1887, and the Responsibility of the said TAN KING SING for any DEBT or LIABILITY incurred by the said Firm or Chop terminated on the 6th day of January, 1887.

HOK LEE & Co., Foochow. Singapore, 17th May, 1887.

WITH Reference to the above, I, Tiong AH HOK, of Foochow, beg to notify the Public that the BUSINESS of the HOK LEE HONG & Co. as GENERAL STORE-KERPERS and COMMISSION AGENTS, is now being carried on at Foochow as heretefore by TAM KIM CHING, of Singapore, Merchant, and Myself under the Style of HOK LEE HONG & Co.; and that I hold a Power of Attorney from the said TAM KIM CHING as his Agent individually and also as a PARINER in the said Firm, to transact all matters connected with the Business of the Firm at Foothow. TIONG AH HOK.

Hongkong, June 1, 1887.

THE AGENCY at this Port of Messra. CALDBECK MACGREGOR & Co. Shanghai, has This Day been Transferred to Mr. ALEXANDER LEVY. E. JONES HUGHES.

NOTICE.

WITH Reference to the above Notice, I have This Day assumed CHARGE of the BUSINESS at this Port of Messra. CALDBECK MACGREGOR & Co., WINE

and Spirit Merchants, Shanghai. ALEXANDER LEVY. Hongkong, June 30, 1887. NOTICE

TIE Have This Day OPENED BRANCH of our Firm at HANKOW. ARNHOLD, KARBERG & Co.

Notices to Consignees.

UNION LINE.

NOTICE TO CONSIGNEES. FROM ANTWERP, HAMBERG, PEN. ANG AND SINGAPORE.

THE Steamship Laju, Captain C. MANN, having arrived from above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods THE CHINA SHIPPERS MUTUAL

from alongside. Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected. Optional Cargo will be forwarded on to SHANGHAI, unless notice to the contrary be given before Noon To-DAY, the 2nd Instant. All Claims against the Steamer must be presented to the Undersigned on or before

日六十月五年亥丁 Shipping.

Steamers.

FOR BANGKOK (DIRECT.)

THE SCOTTISH ORIENTAL STEAM

above Portson THURSDAY, the 7th Inst.,

For Freight or Passage, apply to

Hongkong, July 4, 1887.

P. & O. S. N. Co.'s Office.

from Europe.

Hongkong, June 28, 1887.

NOTICE.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOT POSTE FRANCAIS

for SHANGHAI shortly after her arrival

NOTICE.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOT POSTE FRANCAIS.

KOBE and YOKOHAMA shortly after the

AUSTRO-HUNGARIAN LLOYD'S

STEAM FOR

BOMBAY, ADEN, SUEZ, PORT

SAID, BRINDISI AND TRIESTE.

CUTTA, MADRAS, PERSIAN

ADRIATIO PORTS.)

on TUESDAY, the 12th Instant, at Noon.

COMPANY, LIMITED.

FOR SWATOW, CHEFOO AND

TIENTSIN.

Company, Praya Central.

Hongkong, July 1, 1887.

or about the 12th Instant.

Hongkong, July 5, 1887.

or about the 14th Instant.

Hongkong, July 2, 1887.

& O. S. N. Co.'s Office,

Hongkong, July 2, 1887.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

GLEN LINE OF STEAM PACKETS.

FOR LONDON VIA SUEZ CANAL.

Captain Gasson, will be despatched as above on

This Steamer has superior Accommoda-

JARDINE, MATHESON & Co.,

STEAM TO YOKOHAMA, VIA NAGA-

(Passing through the INLAND SEA.)

places on FRIDAY, the 15th July, at 4 p.m.

STEAM NAVIGATION COM-

PANY, LIMITED.

FOR LONDON VIA SUEZ CANAL

above on or about the 20th Instant.

For Freight or Passage, apply to

SAKI AND KOBE.

Steamship

The P. & O. S. N. Co.'s

E. L. WOODIN,

Acting Superintendent.

The Co.'s Steamship

Agenis.

Agents.

tion for Passengers and carries a Doctor.

For Freight or Passage, apply to

General Managers.

The Steamship

The Co.'s Steamship

O. BACHRACH,

Agent.

The Co.'s Steamship

arrival of the Mail Steamer from Europe.

Hongkong, June 27, 1887.

Hongkong, June 27, 1887.

Captain F. W. PHILLIPS, will be despatched for the

Steamship

Acting Superintendent.

The Co.'s Steamship

G. DE CHAMPEAUX,

The Co.'s Steamship

G. DE CHAMPEAUX.

Commandt. BEVILAQUA, will be despatched for

Agent.

Melbourne.

The Company's Steamer

YUEN FAT HONG.

SHIP COMPANY, LIMITED.

PRICE, \$2 PER MONTH.

Shipping.

STEAM TO SHANGHAI. The P. & O. S. N. Co.'s Steamship will leave for the above place about 24 hours after her arrival with

the next English Mail. E. L. WOODIN Acting Superintendent,

P. & O. S. N. Co.'s Office, Hougkeng, July 2, 1887.

Sailing Vessels.

FOR SAN FRANCISCO. The 3/3 L.1.1. American Ship Great Admiral. ROWELL, Master, will load here for the above Port, and will

For Freight, apply to RUSSELL & Co.

FOR NEW YORK.

 $m{A}$ n to in ette .

Captain Bunje, will load here for the above Port, and will

Hongkong, May 31, 1887. FOR HONOLULU.

for the above Port, and will have quick

For Freight, apply to GONSALVES & Co.

For Freight, apply to GONSALVES & Co.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The Kirst TIHE Undersigned having been appointed SINGAPORE, PENANG, COLOMBO, prepared to grant Insurances as follows:---Marine Department.

> tere, in London, or at the principal Ports Fire Department.

Life Department.
Policies issued for sums not exceeding HOLLIDAY, WISE & Co.

THE Undersigned, Agents of the above Company, are authorized to Insure against FIRE at Current Rates.

GILMAN & Co. Hongkong, January 1, 1882.

per cent, set premium per annum.

LANCASHIRE INSURANCE

COMPANY.

POLICIES against the Risk of FIRE on Goods on board Vessels and on Hulls of

for their decision. possis or any other information, apply to

ARNHOLD, KARBERG & Co., Agents, Hongkong & Canton. Hongkong, January 4, 1867.

Not Responsible for Debts.

Owners will be Responsible for ALLIE Rowe, Hawaiian brig, Captain J.

CHELMSFORD, British barquentine, Capt. E. J. SPENCE, British barque, Capt. J. H.

GENERAL WERDER, Germ. str., Capt. W. -Order

TOBIQUE, British ship, Captain S. Davis.

(In English and Chinese.) TITASHERMAN'S BOOKS, for the bae CHINA MARL Office.

of Ladies and Gentlemen, can now

Intimations.

NOTICE TO MARINERS.

CHINA SEA.

INTENDED WITHDRAWAL OF TEMPORARY LIGHTSHIP 'CHING-TAB.'

NTOTICE is hereby given that the TEM-Y FORARY LIGHTSHIP Ching-Tah, now marking the Wreck of the Chinese transport Wan-Nich-Ching, [Vide Notice to Mariners No. 5 (Special), dated the 2nd February, 1887], will be WITHDRAWN as soon as all portions of the Wreck, that project above the present level of the bed of the river in

Shanghai, 28th June, 1887.

NOTICE. ·LL ACCOUNTS against the MASONIC A CLUB must be sent in on or before

> G. H. SWALES, Secretary.

Hongkong, July 5, 1887.

A PPLICATIONS for the Appointment A of SECRETARY to the above Club are invited; to be addressed to the CHAIR-MAN of the Board of Directors, No. 07, Queen's Road Central. Hongkong, June 23, 1887.

POR the Convenience of Customers, the Productions of the CHINA SUGAR REFINING COMPANY, LIMITED,' can henceforward be obtained by RETAIL, FOR CASH, at No. 3, PREL STREET, at the same prices as at the Revinery; or Retail-Orders will be delivered at addresses in town on applicants forwarding their Monthly Requirements in writing direct to the Of 2 per cent, per annum on the daily REFINERY at East Point.

JARDINE, MATHESON & Co., General Agents. Hongkong, July 27, 1885.

ING COMPANY. Drafts granted on London, and the chief Commoncial places in 1211 500, tentral, America, China and Japan. Fall Particulars, Plans and Specifications Tenders will be Received up to Noon on

the 10rn July. Hongkong, June 23, 1887. CHAS. J. GAUPP & Co., Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths. 5

NTAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS. VOIOTLANDER'S CELEBRATED

BINOCULARS AND TELESCOPES. RITCHIE'S LIQUID AND OTHER COMPASSES. ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.

GOLD & SILVER JEWELLERY, 2.—Sums less than \$1, or more than \$250 in great variety. DIAMONDS o- AND -DIAMOND JEWELLERY,

A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 742 NOTICE.

THE MONTSERRAT LIME JUICE CORDIALS.

A. S. WATSON & Co., LD. Hongkong, May 3, 1887. Books but should send them to be written up at least twice a year, about

> OFFICE, No. 5, QUEEN'S ROAD. TIRE BRICKS OF SUPERIOR

> QUALITY FOR SALE PRICE, \$30 PER 1,000. The following Testimonial has been received from F. W. CROSS, Esq., Manager,

fying to the quality of the FIRE BRICKS as made by you at your new works. In appearance the Brick is light and soft as compared with the ordinary Fire Brick

posts that Fire Bricks are used for. 'I am now about to build them into one of my Furnaces and have no doubt of their

Hongkong, May 23, 1887. DENTISTRY.

being able to stand as well as the English

Fire Bricks I have been using."

MR. WONG TAI-FONG, Surgeon Dentist, (FORMERLY ARTICLED APPRENTICS AND LAT-TERLY ASSISTANT TO DR. ROCERS,) A T the urgent request of his European A and American patients and friends, has TAKEN THE OFFICE formerly oc-

cupied by Dr. ROUERS. CONSULTATION FREE.

Sole Address 2, DUDDELL STREET. (Next to the New Oriental Bank.) Hongkong, January 12, 1385,

TO LET.

To Let.

ROOM.

ROOMS in 'College CHAMBERS.' Apply to DAVID SASSOON, SONS & Co. Hongkong, May 25, 1887.

TO BE LET. VERY COMPORTABLE FURNISHED HOUSE, Commanding extensive Sea

HONGKONG AND WHAMPOA DOCK Apply at Hongkong, June 16, 1887.

> THE OFFICE in BANK BUILDINGS lately occupied by Mr. STEPHENS, Solicitor, with or without Comprador's Room. Immediate Possession. Apply to

18, Bank Buildings. Hougkong, July 2, 1887. TO BE LET.

DISNEE VILLA'-PORPULUM. the Hongkong and Shanghu Banking CORPORATION. Possession from the first of July, when the Repairs will be completed.

or to SHARP & Co.,

Hongkong, June 4, 1887.

Hongkong, July 1, 1887.

View, and very, Cool in Summer. THE HONGKONG DISPENSARY.

TO BE LET.

THOMAS HOWARD & Co.,

BEACONSFIELD' lately occupied by

Estate Agents.

Hongkong, July 2, 1887.

RUSSELL & Ca. Agents.

the 9th Instant, or they will not be re-BELILIOS & Co.;

STEAM TO BOMBAY VIA STRAITS. The P. & 0. S. N. Co.'s Zambesi will leave for the above have quick despatch. places on THURSDAY, the 7th July, at E. L. WOODIN,

Hongkong, June 20, 1887. The 3/3 L.1.1. British Barque

have quick despatch. For Freight, apply to

The 3/3 L.1.1. American Barquentine

Mount Lebanon,

NELSON, Master, will load here

FOR SAN FRANCISCO. The 4 1 British Barque E. J. Spence, Master, will load here for the above Port, and will have quick despatch.

Insurances.

THE LONDON ASSURANCE. Agents for the above Corporation are

Policies at current rates, payable either (Taking Cargo at through rates to CALof India, China and Australia.

Capt. G. MATTIAZZI, will be despatched as above £5,000 at reduced rates.

For further Particulars, regarding Freight Hongkong, July 25, 1872. and Passage, apply to the Agency of the NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

INDO-CHINA STEAM NAVIGATION NOTICE.

QUEEN FIRE INSURANCE COM-PANY. Kwongsang,
Captain Sellar, will be
despatched as above on THE Undersigned are prepared to accept Risks on First Class Godowns at

NORTON & Co., Agents. Hongkong, May 19, 1881.

Vessels in Harbour, at the usual Terms Proposals for Life Asurances will be received, and transmitted to the Directors If required, protection will be granted on. first class Lives up to £1000 on a Single

For Rates of Premiums, forms of pro-

Teheran will leave for the above any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:-Phillips.-Wieler & Co.

C. F. Collins. -- Ed. Schellhass & Co. Gill.—Gensalves & Co. von Schuckmann, - Melchers & Co. J. C. Jiques, Com'det, will be despatched as

be had at this Office. -Price. \$1 each.

Von. XLIII. No. 7452. AGENTS FOR THE CHINA MAIL

LONDON :- F. ALGAR, 11 & 12, Clement's hane, Lombard Street, E. C. GEORGE STREET & Co., 30, Cornhill, GORDON & GOTCH, Linigate Circus, E.C. BATES HENDY & Co., 37, Walbrook, E.C. Samuel Deagon & Co., 150 & 154, headenhall Street. W. M. Wills, 151, Cannon Street, E.C. PARIS AND EUROPE :- AMEDII PRINCE

& Co. 36, Rue Lafayette, Paris. NEW YORK: -- ANDREW WIND, 21, Park SAN FRANCISCO and American Ports generally: - Bean & Black, San Fran-AUSTRALIA, TASMANIA, AND NEW

ZEALAND :- GORDON & GOTCH, Melbourne and Sydney. CEYLON :-W. M. SMITH & Co., THE APOTHECARIES Co., Colombo. SINGAPORE, STRAITS, &c. :- SAYLE & Co., Square, Singapore. C. Heinszen its vicinity, have been removed; which & Co., Manila. CHINA: Macao, F. A. DE CRUZ. Swa-

tom, Quelcu & Co. Amoy, N. Moalle.

Faachow, Hedge & Co. Shanghai,

LANE, CRAWFORD & Co., and KELLY

& WALSH. Yokohama, LANE, CRAW-

FORD & Co., and KELLY & Co.

Banks. HONGKONG & SHANGHAI BANKING CORPORATION. --

RESERVE LIABILITY OF PRO- \$7,500,000

COURT OF DIRECTORS. Chairman-M. GROTE, Esq. Deputy Chairman-O. D. BOTTOMLEY, Esq. Hon. J. Bell Irving. | E. H. M. Hunting W. H. F. DARBY, Esq. Ton, Esq. H. L. DALRYMPLR, Hon. A. P. McEWEN. J. S. Moses, Esq.

CHIEF MANAGER. Houghong, THOMAS JACKSON, Esq. Acting Chief Manager - JOHN WALTER, Esq. MANAGER. Shanghai, Ewen Cameron, Ecq. LONDON BANKERS .- London and County

HONGKONG.

INTEREST ALLOWED.

H. Hoppius, Esq. | Hon. F. D. Sassoon.

On Fixed Deposits (--l months, 3 per cent. per annum. i per cent. " a per cent. n n LOCAL BILLS DISCOUNTED. Credits granted on approved Securities and every description of Banking and Exchange business transacted.

balance.

Acting Chief Manager. Hongkong, May 27, 1887. NOTICE.

JOHN WALTER,

DULES OF THE HONGKONG SAVINGS' BANK 1.-The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10

at one time will not be received. No depositor may deposit more than \$2,500 in any one year. 3. - Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Cor-

poration on fixed deposit for 12 months at 5 per cent. per annum interest. 4. -Interest at the rate of 31 per cent. per annum will be allowed to depositors on their daily balances. 5. - Each Depositor will be supplied gratis with a Past-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-

the beginning of January and beginning of July. 6.-Correspondence as to the business of the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China. 7.-Withdrawa's may be made on demand,

but the personal attendance of the

depositor or his duly appointed agent

and the production of his Pass-Book

For the HONGKONG & SHANGHAI BANKING CORPORATION, JOHN WALTER,

Hongkong, June 7, 1886.

Intimations.

Acting Chief Manager.

ATEITHER the Agents, nor the Owners Will be RESPONSIBLE for any DEBTS Contracted by the CAPTAIN, Officers or Caew of the American Barque

Southern Chief during her stay in Hong-

· NOTICE.

ARNHOLD, KARBERG & Co., Ayents. Hongkong, June 10, 1887. ESTABLISHED 1864.

kong Harbour

s M I WINE AND SPIRIT MEECHANT, Shanghai. Agents in Hongkong :-Mesas, NORTON & Co.,

MARINE House, Queen's Road. Hongkong, July 1, 1887.

SAILOR'S HOME. A NY Cast-off Chorning, Books, or A PAPERS will be thankfully received at the Sailor's Home, West Point. Hongkong, July 25, 1878.

No. 7 (SPECIAL).

SHANGHAI DISTRICT.

work, it is expected, will shortly be com-

A. M. BISBEE, Coast Inspector. Imperial Maritime Customs, Coast Inspector's Office,

13TH INSTANT, at 4 p.m., or they will not be Recognised.

MASONIC CLUB, LIMITED.

By Order.

NOTICE.

TENDERS are Required for BUILDING CONDENSER, 1,200 feet Fives and a CHINNEY 60 feet high at Tai Ya Shan, for The Tam Chow & Tai Yu Shan Min-

English Silver & Electro-Plated Ware. Christofie & Co.'s Electro-Plated Ware.

THE Undersigned are Sole Agents for Hongkong and Manila for the Sale of THE MONTSERRAT LIME JUICE,

HONGKONG BRICK AND CEMENT COMPANY, LIMITED.

HONGKONG AND CHENA GAS COMPANY, I have herewith much pleasure in testi-

used in the Colony, but this I may say is characteristic of the best English Fire After a very severe test nave no hesitation in saying that this Brick is admirably suited to resist any degree of heat that it may be likely to undergo and for all pur-

FIRST CLASS WORKMANSHIP MODERATE FEES.

No. 2 DUDDELL STREET. Discount to missionaries and families. Intimations. WANTED.

Pacific Steamship Batavia.

STEWARDESS for the Canadian

Hongkong, April 1, 1887.

VENTILATED

ADAMSON, BELL & Co., Hongkong, July 4, 1887. $_{1.}$ 1264 NOTICE

COMPANY, LIMITED. CHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at 981 hand, Orders for REPAIRS if sent to the HEAD OFFICE, No. 14, Praya: Central, will receive prompt attention. In the Event of Complaints being found pecessary, Communication with the Under-

signed is requested, when immediate steps

satisfaction.

will be taken to rectify the cause of dis-

D. GILLIES,

Secretary.

Hongkong, August 25, 1885. TO LET. (With Early Possession.) THE DESTRABLE RESIDENCE GREENMOUNT,

Situated on the BONHAM ROAD.

GILMAN & Co.

Apply to

Hongkong, March 17, 1887.

Apply to

ARNHOLD, KARBERG & Co., Hongkong, July 1, 1887.

STEMSSEN & Co. Commandant De La Celle, will be despatched

Hongkong, June 22, 1887.

Hongkong, June 22, 1887.

GULF, BLACK SEA, LEVANT and Policies issued for long or short periods at

(FIRE AND LIFE.) CAPITAL,-Two MILLIONS STERLING. THE Undersigned are prepared to grant Buildings or on Goods stored therein, on

Meither the Captain, the Agents, nor

WASHING BOOKS.

Steamers.

HOURS OF CLOSING



To-day's Advertisements INDO-OHINA STEAM NAVIGATION

COMPANY, LIMITED. FOR SHANGHAI VIATSWATOW. (Taking Cargo and Passengers at through rates for CHEFOU, TIENTSIN, NEW-CHWANG, HANKUW and Ports on the YANGTSZE.)

The Co.'s Steamship Canton,
Captain BREMNER, will be
despatched as above To-MORROW, the 7th Instant, at 4 p.m. For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers. Hongkong, July 6, 1887.

OCEAN STEAMSHIP COMPANY. FOR SHANGHAI VIA AMOY. (Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-

CHWANG, TIENTSIN, HANKOW and Ports on the YANGTSZE.) The Co.'s Steamship Capt. Anderson, will be despatched as above on FRIDAY, the 8th Instant, at Daylight,

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hangkong, July 6, 1887.

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL The Co.'s Steamship Dencation,
Captain Asquire, will be despatched as above on at Daylight.

FRIDAY, the 8th Instant, at Daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, July 6, 1887.

NAVIGAZIONE GENERALE ITALIANA FLORIO & RUBATTINO UNITED COMPANIES.

STEAM FOR SINGAPORE, PENANG & BOMBAY. Having connection with Company's

Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, (LEGHORN), AND GENOA.

Also to MARSEILLES, all MEDITER RANGAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS, up to CALLAO. Taking Cargo at through rates to MADRAS, PERSIAN GULF and BAGDAD.

The Co.'s Steamship Captain Anfosso, will be despatched as above on FRIDAY, the 8th July, at Noon. The Steamer has splendid Accommodation for Passongers and carries a Doctor and Stewardess. For further Particulars regarding Freight

and Passage, apply to CARLOWITZ & Co.

PASSENGERS. Per chilles, from Penang, &c., 147 Chi-

Per Deucation, from Shanghai, 14 Chi-Per Namon, from Coast Ports, Mr Rogers, Miss and Master Anderson.

Per Kwung Lee, from Shanghai, 116 Chi-Per Fooksang, from Shanghai, Mr Vitch. Por Camelot, from Swatow, 440 Chinese, 1 woman, and 7 children, for Straits.

olk, J. Frahbush, J. Burbridge, Mr and Mrs Hapan, Mr and Mrs Allen, and Mr Per Esmeralda, for Manila, Messra T. For CHEFOO AND NEW HWANG .-Zukuhara, Senen Z. Caveda, Aureliano

Guerrero, W. Ananda, Josquim Anglada, 54 Spanish deck, and 1 Chinese. Per Formosa, for Swatow, Rev. and Mrs R. H. Graves, Misses Young, Butler and Lewis, and 1 European deek; for Amoy, Messis L. S. Chang, and T. C. Chang, and

7 Europeans deck. Per China, for Swatow, 150 Chinese. Per, Decima, for Bangkok, 12 Chinese. To DEPART.

For Iraquadly, from Yokohama : for Saigon, Mr Le Bailly, and 79 Marines; for Marseilles, Mr Collin de Plancy (French Consul), Messrs Hiroya, Tanegutchi, Nuta, Okuda and Oi. From Kobe: for Marsoilles, Messrs Fudjidami, Takada and Furukawa. From Shanglai: for Marseilles, Messrs Lucas, Stroin and Pichon, From Hongkong : for B tavia, H.E. Da Costa (Governor of Timer), and Mc Krusse Gomez (Secretary); for Marseilles Mr Malsch, Mr and Mr. Aguiar Trigo and 4 children, Col. Tadieu, Mr Vieira de Sa, Mrs Serpa, Col. Heintz, Colonel Stiltz, Mr and Mrs de Sou a Caldas, Messrs Haymann, Huchet

and Skerett Rogers. Per Brannschweig, from Shanghai : for Southampton Messrs D M. Gregor and James Harvey. From Hongkong: for Singapore, Messrs G. H. Townsend, von Klamp, von Stark, Mr and Mrs Lün Soo Pin and servant, Messrs Sin Afoong, Chung Akon, Nan Ah Kua, Mangiro, A. Vantravers, A. Westphal, Leong Hew Chow, Leong Ah Hing, Leong Sang and Chee Wo; for Colombo, Mr Mr R Fordham; for Ad n, Mr L. Kniffler: for Suez, Mr von Eisenhart Rothe; for Southamplon, Mr T. D. Edward; for Bremen, Mr F. Losehand, Mrs Heuckendorf and 6 children, and Miss

Heuckendorf. Per Kong Beng, for Baugkak, 15 Chinese. Per Soochow, for Hoihow, 2 Chinese. Per Frejr, for Haiphong, 25 Chinese. Per Billy Simpson, for Sundakan, 1 Europeans, and 20 Chinese. Per Dencation, for Singapore, 12 Chinese.

SHIPPING REPORTS The British stoamer Desculion reports : Had light S.W. wind and moderate sea. The British steamer Achilles reports: Loft Liverpool May 22nd, Arrived at Suez Canal June 4th, and left on the 6th. Arrived at Pennng June 24th, and left the same night. Arrived at Singapore on the 26th, and left on the 29th ulto. Arrived Day of departure, at Hongkong July 5th. Experienced light variable winds and line weather from Sin-

gapore up to port. The British steamer Namos reports Left Foochew on the 3rd July, with light N.E. breeze and line, to Amoy. Loft Amoy on the 4th, with lightly variable winds and fine, to Switow. Left Swatow on the 5th, and thencoto port, light variable winds and unsettled weather. Steamers in Foochow, Benvenue, Port Augusta, Sikh, Deepdale and Haeshin. Steamer in Amoy, Picciola. Steamers in Swatow, Hir shima Marie,

POST OFFI E NOTICES. MAILS will close:-For STRAITS & HOMBAY .-

Per Zambesi, at 3.30 p.m., on Thursday, the 7th July. FUT BANGKOK .--Per Kong Beng, at 3.30 p.m., on Thurs-

day, the 7th inst. For SAIGON .-Per China, at 3.30 p.m., on Thursday,

the 7th inst, instead of as previously Per Airlie, for Sydney, Messrs G. Nor- For SWATOW & SHANGHAL-Per Canton, at 3.30 p.m., on Thursday, the 7th inst, instead of aspraviously

Per Velox, at 4.30 p.m., on Thursday, the 7th inst. For HAIPHONG-Per Danube, at 5 p.m., on Thursday, tho

7th inst. For SINGAPORE & LONDON .-Per Dencation, at 5 p.m., on Thursday, the 7th inst For AMOY & SHANGHAL.-Per Achilles, at o p.m., on Thursday,

the 7th iast.

MAILS BY THE FRENCH PACKET .--French Contract Packet Iraquaddy will be despatched on THURSDAY, the 7th July, with Mails for the | + (Constantinople) United Kingdom, Europa, and places | * Cyprus. boyond, visi Naples; to Saigon, Straits * Denmark. Settlements, Batavia, Burmah, Ceylon, * Egypt.

the Australiasian Colonies, Pondichery, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar. The usual hours will be observed in closing the Mails, &c.

MAILS BY THE GERMAN PACKET .--The German Contract Packet Braunschweig will be despatched on THURSDAY, the 7th July, with Mails for the | Houduras, (Br. United Kingdom, Europe and countries beyond, via Brindsi; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Maita, Gibraltar, &c., &c. The hours observed in closing the Mails &c., will be the same as in the case of

the British Packet. Correspondence should be marked PER GERMAN MAIL, or with the name of the Packet.

HOURS OF CLOSING THE FRENCH MAIL The following hours are observed in closing Mails, &c, by the French Contract Packet :--Day before departure,-P.M. Money Order Office closes. Post Office closes, except the

NIGHT BOX, which is always open out of Office hours. A.M.—Post Office onens. A.M.—Registry of Letters coases. Posting of all printed matter and patterns ceases.

A.M. - Mails closed, except for Late Late Fee of 10 cents until

POST OFFICE NOTICES.

THE ENGLISH MAIL The following hours are observed in closing Mails, &c., by the British Contract Packet :-Day of Departure,-Noon. - Money Order Office closes.

2 P.M.—Rogistry of Letters ceases. Posting of all printed matter and patterns ceases. 3 P.M.-Mail closed, except for Late 3,10 r.m.—Letters may be posted with Late Fee of 10 cents until

3,30 P.M. - When the Post Office closes 3.40 P.M.-Late Letters may be posted on board the packet with Late Fee of 10 cents until time of

Money Orders. 1.—Money Orders are issued at Hongkong and Shanghai on the following coun-

tries and places :-* Madeira. * Malta. * Azores Is. * Magritius. + Belgium. * Natal. * Bermuda. * Newfoundland. * Canada. New South Wales. Canton. * New Zealand.

* Cape Colony. North Burneo. Ceylon. Ningpo. * Norway. Port Darwin. * Portugal. Queensland. * S. Helena. Foochow. * Seychelles. * Gambia. Shanghai. * Gormany. * Sierra Leone. Gibraltar.

South Australia. Gold Coast. Straits Settlements. Hankow. Swatow. Hawaii. * Sweden. Hoihow. * Switzerland. Hongkong. Tasmania. * Holland. United Kingdom. * United States. Victoria. Western Australia. * Italy. *West Indies (British, Japan. Danish, and Dutch).

2-Orders on the Countries marked * are forwarded through the London Post Office, and are paid less a small discount of about 2d in the £1, for which the remitter should allow. All such orders must be expressed in British currency.

3.-The commission charged is as follows (according to the currency the Order is Up to £ 2, or \$10, or R 20,.....0.20 cents. £ 5, or \$25, or R 50,.....0.40 ,,

£ 7, or \$35, or R 70,.....0.60 ", £10, or \$50, or R100,.....0.80 , 4. -No Order must exceed £10 or \$50 (unless drawn on India, when R150 is the limit), nor will more than two such Orders be issued to the same person, in favour of the same payee, by the same mail.

5 -Money Orders on the United Kingdom for even sums not exceeding Lo are granted by means of Postal Notes, as to which see separate notice or the Hongkong Postal Guide. 6.-Sums not exceeding \$50 may be re 11.10 A.M.—Letters may be posted with mitted between the Ports of China by

means of Postage Stamps, subject to a 11.30 A.M.—When the Post Office closes charge of one per cent. for eashing them or Money Orders can be granted at Hong-11.40 A.M.-Late Letters may be posted kong or Shaughai on Ports where there are on board the packet with Late Agencies of the Hongkong Post Office.

MEMOS. FOR TO-MORROW. Shipping. 10 a.m.-Kong Beng leaves for Bangkok.

Noon. -French Mail leaves for Ports of Call and Europe. 4.p.m. -Conton leaves for Shanghai, &c. 4 p.m. - Zambesi leaves for Bombay, &c. 4 p.m. -German Mail leaves for Bremen

and Ports of Call. General Memoranda.

SATURDAY, July 9 :--2 p.m.-Auction of Japanese Ware, &c., at Mr J./M. Armstrong's. Claim's against the Laju must be sent into Messra Russell & Co., on or before this date. SUNDAY, July 10:-

Tenders for Building Condensor, &c., received up to Noon. WEDNESDAY, July 13:-All Accounts against the Masonic Club must be sent in on or before this date, $4 p_i m_i$

A. S. WATSON & Co., LIMITED.

SUMMER REQUISITES.

FRUIT CORDIALS: LIME JUICE, RASPBERRY, STRAWBERRY, CHERRY, PINE APPLE, DAMSON, ORLEANS PLUM.

MONTSERRAT LIME FRUIT JUICE ACIDULATED LIME FRUIT TAILETS. Mauson & Sw in's New Patent

WATER FILTERS. PRICKLY HEAT LOTION, BAY RUM, TOILET VINEGAR, 'OARBOLIC' EAU DE COLOGNE.

A. S. WATSON & Co., LTD. THE HONGKONG DISPENSARY ESTABLISHED 1841.

Hongkong, June 13, 1887. The publication of this issue commenced

The China Mail.

HONGKONG, WEDNESDAY, JULY 6, 1887. TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL']

(Via Southern Line.) THE EGYPTIAN CONVENTION.

LONDON, July 2. The Chancellor of the Exchequer, in reply to a question, said that the Government considers that in all probability the Sultan of Turkey will ratify the Egyptian Convention, and that a complete understanding exists between the English and Italian Governments as to their common interests

London, July 4. England has declined to further delay.

LOCAL AND GENERAL.

has done well to ask for them. PASSED SUEZ CANAL. DUTWARD BOUND: - Haiten, May 3; Ir will be seen that the Second Reading of Euphrales, Toonan, June 3; Antenor. Cardiganshire, Nestor, 14; Preussen. Thisbe, 17; Elektra, Glemoy, 24; Ava, Hector, Lacrtes, 28; Comonn, July I. HOMEWARD BOUND :- Glenfalloch . Polamed May 17; Orestes, 31; Medusa, June 3 Glancus, Glenogle, Hesperia, Or stes, 24; Electra, Ulysses, 28; Ningchow, Leanux, July 1.

The steamship Melbourne, with the FRENCH Mail of June 3rd, left Saigon on Monday, the 4th July, at 1 a.m. and may be expected here late on Wednesday evening, the 6th July. Packet brings replies to letters despatched from Hongkong on April 22. The P. M. S. S. Co.'s S. S. City of New York, with the AMERICAN MAIL of the 15th June, was to leave Yokohama on the 6th instant, and may be expected

here on or about the 12th inst. The Austro-Hungarian Lloyd's S. N. Co.'s steamship Orion, from Trieste, left Singapore for this port on the 1st July, and may be expected here on or about the 6th July. The Glen Line steamship Glenearn, from

London, left Singapore on the ist instant, and may be expected here on or about the 6th inst. The steamship Japan, from Calcutta, left Singapore on the 2nd inst., and may be expected here on or about the 8th

The D. D. R. steamer Polyhymnia, from Hamburg, left Singapore on the 5th inst., and may be expected here on or about the 12th inst.

THE mail by the S. S. Melbourne, from Europe, was to be delivered at nine o'clock this evening.

THE Spanish crew that came here to take the Filipinas to Manila have, we observe. returned by the Esmeralda, which left to-day for Manila.

MESSES Siemasen & Co. inform us that the D. D. R. steamer Polyhymnia, from Hamburg, left Singapore at noon yesterday, and best, a victory to the benevolent despomay be expected here on or about the 12th tism' of the Crown representatives might sold. Of hingchow and Keemun teas,

THE Agent of the Pacific Mail S. S. Co. informs us that the steamer City of New York, with mails, &c., from San Francisco to the loth ultimo, has arrived at Yokohama and sailed for this port this morning.

nal THE dead bodies of no less than seven children were found by a policemen at Yau-ma-ti exposed on a rock in that district. They had been left there doubtless to save the expense of burial. Some of the bodies were much decomposed.

In journalism a man must condense; he must think with the tick of the telegraph. act in response to the telephone and sharpen his wits with those of other men. There is no time for longdrawn sentences or nasal oratory; not a moment for 'hems and have and repetition. He must have paper correspondents from exposing its the market. The changes in former years his something to say and any it when it is strong and weak points is very gauzy, and have all returned to Shanghai by this time needed, where it is needed and in the the true reason must be looked for else- but only 1/4 of them have left Hankow riph- Boston Globe,

THE following are the Orders of the day IT will be remembered that about twelve for the next meeting of the Legislative months ago a strike of ginseng workers oc-Council, to be held on Friday next, the curred. Since then there has been conti-

Southow, in March this year?

verament, with regard to holders of kong previous to 1st January, 1884,

dinance to amend Ordinance 16 of days.

Second reading of the Bill entitled An Ordinance for amending the Laws relating to Public Health in the Colony of Hongkong.

WE congratulate the Hon. A. P. MacEwen upon his wise intention, by interpollation according to notice, to raise the subject of the status of shipmasters in this Colony has been sadly bungled by some one, either and received rather confused answers. He possessing local certificates. This subject here or at Home, and it is one which ought to have been brought to an issue long ago. What the status of the holders of Singapore house, On arriving at the house, marine certificates may be here or elsewhere, we cannot say ; but Captain Hamlin doubtless has a grievance arising out of the strange lack of harmony which seems to exist between the various Colonies of the British Empire. The general question the status of the holders of marine certificates of Hongkong origin, however, we have already placed pretty fully before our readers. We have shown how, while offering a valuable concession to the holders of such certificates granted here after the 31st December 1883, the Government proposes to declare that all certificates granted here previous to that date are utterly valueless and we have stated it as our opinion that such a course was not justified by the Order in Council granting the concession referred to. 'Mr MacEwen has apparently got at the root of the matter when he asks for the instructions of the Secretary of state upon this matter. These Instructions have been already cited officially as the authority for the action proposed to be taken-viz., of depriving a large number means of livelihood, unless they again go through the labour and trouble of an examination almost if not quite the same as The Instructions themselves have not yet

Friday, the 8th, at the next Council meeting. This is as it should be, because there can be no question that many of the sanitary improvements included in the Bill are Suchow since the open ng of the season. highly necessary and most urgent. At the same time, unless the Ordinance be ma? and Wu-sieh silk, from \$20 to \$22 Chekiang terially amended, the discussion on the impossible and impracticable provisions will doubtless incur great waste of time, while it will probably embitter the unofficial members against the Bill as a whole. While we cannot but entertain considerable respect H. E. the Acting Governor, it will be a pity to witness this trait of his degenerating into unreasonable stubbornness. Assuming that the backyard clauses are retained, for instance, and that the Bill is passed in spite of the protests of the unofficial members, it must be apparent be worse than a defeat for the Government. To pass a law which could not possibly be carried into effect, cannot in any sense redound to the credit of those who pass it and even if compensation were practicable possibility would bring the Government into contempt. Here, then, is an occasion for the exercise of tact and discretion, as well as prompt and decisive action, on the part of General Cameron. At Home, unitation is the work of the people's elected representatives; here it is the work of the Legislative Council, and the Government possess an overwhelming majority. If the clauses | the tea season to the 26th ult., 1,106 chops objected to did not involve a physical impossibility, a wrong against recognised rights and a questionable benefit at the be welcomed. As the clauses referred to doinvolve all these, then we say that any attempt to force them through the Council, against all the dictates of common sense and right, and in face of the wishes of the community, would be a serious defeat to the Government generally and to its active Head in particular. We shall await with interest the attitude of the Government on this most important matter.

THE English Government has issued stringent orders relative to the guarding of the fortifications about the noble harbor at Halifax. This is one of the most important of England's naval stations, for which she would fight as quickly and which she would defend as stubbornly as Malta. The annonneement that the unusual precautions | tess have gone up three or four tack per have been taken to prevent tramp news-

nual warfare between the proprietors of the 1. Mr MacEwen, pursuant to notice, will works and a certain guild that sought to control the workmen. The masters say (a.) Whother Marine Certificates grant- | that the heads of this guild wished all the. ed in Singapore are still in force in | wages to be paid through them at a certain this Colony, and, if so, the reason why rate, and that, on their refusing, these headthe Government refused the application | men not only told the guild-men not to work, of Captain Hamlin to have his name but prevented new men, who came from endorsed on the Register of the S.S. | Canton and other cities, from working. It is also alleged by the masters that one man (b.) What are the intentions of the Go. | who came here to make arrangements was seized by these men, detained and forced to Marine Certificates granted in Hong- promise not to come back or send any men to Hongkong, the headmen saying that if and what are the instructions of the any workers came they would be killed. Secretary of State concerning the The masters have now taken proceedings status of the holders of such Certifi- against two men, whom they say are the heads of the guild, and the case has been First reading of a Bill entitled An Or. | proceeding at the Police Court for several

A 'BOY,' who has been in the employ of Dr Ho Kai for about five years, was stopped in a career of pilfering by Sergeant Mann the other day. The Sergeant saw him hawking a European coat and became suspicious that everything was not right. He stopped the man and asked him where he got the coat. The reply was 'It was left behind by Mr Stephens, the solicitor.' Sergeant Mann then asked him if he was employed determined therefore to take the fellow in charge and to search his private he discovered a miscellaneous assortment of clothing and other articles which had evidently been pilfered. These articles were taken possession of, and Dr. Ho Kai, who was met on the way to the Station to complain of an umbrella being stolen, was shown the articles and claimed an overcoat, a silk umbrella, a lady's court dress and a pair of blankets as belonging to him. He also identified the prisoner as his 'boy' and said he had missed several articles at various dates. Shortly afterwards a lamp, five pairs of trousers, a walking stick and sundry other articles were identified by Mr F. Schwartzkopf, of Messrs Blackhead & Co., and his 'boy,' a son of the first prisoner, was arrested. Both father and son were charged at the Police Court to-day with larceny and were each sentenced to three months' hard labour and three hours in the stocks. We may mention in connection with this case that there have been many serious complaints of 'boy's 'pilforing; and it is said that the cause of these petty lacconies is the establishment of a number of efficient and worthy officers of their of so-called clubs where the 'boys' can gamble till all the hours of the night. Large additions have recently been made to these establishments and, as this is man, they are liberally patronised. been published however; and Mr MacEwen

An Englishman, says the Christian Leader, at present in America, wrote the other day to Mr Moody suggesting that he should the Public Health Bill is set down for closing a cheque for £5,000 to pay his travelling expenses.

The Shunpao says:—There being no great demand for silk at present, the prices have decreased about \$1.50 per 100 ounces at Haiong-san silk fetches from \$22 to \$24,

A currous commercial enterprise has been set on foot at Monte Carle. According to a letter just received from there, a syndicate has been formed to fight the tiger on a system. Clerks and markers are employed to play mechanically all day long at three ronlette tables, exactly as directed. The for the sturdiness of character shown by system is said to have paid a profit of \$109,000 in two months, and to have disturbed the administration by its continued success. Some of the visitors have been playing in excellent luck of late, and large winnings are reported. A young English couple, the husband being a lord, have just left with a profit of £1000 over all expenses. They had only played for unusement.

ONE morning, when the Schnaebele incito most people that such a course would | dent had not yet reached its crisis, the doorkeeper at the Ministry of War in Paris was surprised by the sudden arrival of a visitor in the most agitated and dishevelled state. With his hat in his hand, his coat open, his clothes splashed with mud, this stranger rushed into the vestibule of the War Office and, throwing himself exhaust-(which we deny), the attempt to do an im- | ed into a chair, managed to faintly gasp, 'Am I in time?' The attendant, unable to guess his visitor's meaning, asked for an explanation, and, after regaining his breath. the stranger exclaimed. You want to know what I desire, chi Well, I am from Bordeaux, and I have just invented a new rifle -a marvellous one, let me assure you-and I want it to be used for the next war. Tell me, then-oh, tell me, am I in time?

The Shun pao says :—From the opening of

of black tea have arrived at Hankow, compilsing about 703,500 half chests, out of which 914 chops, comprising about 564,900 half chosts were sold. Besides 10.000 chests shipped to Shanghai, for sale, there still remain at Hankow 122,000 chests un-1,216 chops, comprising 365,900 chests have arrived at Hankow, out of which 1,057 chops, comprising 338,600 chests were sold. Besides 12,000 chests shipped to Shanghai, for sale, there still remain, at Hankow, about 20,000 unsold. There are 60,000 chests of Hukwang and 51,000 chests of Ningchow and Keemun teas on the market more than last year. English merchants have experted 492,600 chests of tes this year, while Russian merchants have only exported 377,500 chests, but the former have purchased about 86,000 chests less than in the previous year, and the latter have purchased 45,000 chests more than last year. 13 tea steamers have left Hankow. 0 being English and 4 Russian. There are still two steamers not yet loaded, which belong to Messrs. Adamson, Bell & Co. The market is a little better at present, as Russian merchants are buying on a large scale, and prices have gone up one or two taels per picul. On hua and Tan-men picul, but there are not much of these on

THE BEN LINE OF STEAMERS. FOR YOKOHAMA AND KOBE. The British Steamer Benarty, $\,$ Captain Le Bauthlier, above on or about the 10th Instant. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, July 6, 1887. THE BEN LINE OF STEAMERS. FOR LONDON. The British Steamer

Bengloe. Capt. FARQUIAN, despatched as above on or about the 20th Instant. For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Managers.

Hongkong, July 6, 1887.

SHIPPING. ARRIVALS.

Achilles, British steamer, 1,528, C. Auderson, Liverpool May 22, Suez June 6, Penang 24, and Singapore 29, General.-BUTTERFIELD & SWIRE. Deucation, British steamor, 1,374, W.

July 5, 1987 :-

TERFIELD & SWIRE. July 6 :---Namoa, British str., 862, T. G. Pocock, Foochow July 3, Amoy 4, and Swatow 5, Tea. — Douglas Steamship Co.

Kwang Lee, Chinese str., 1,503, Wells,

Asquith, Shanghai July 2, General.-Bur-

Shanghai July 3, General.—C. M. S. N. Greyhound, British steamer, 237, Geo. Wright, Hoihow July 5, General and Pigs.

-ADAMSON, BELL & Co. Fooksang, British steamer, 911, W.- H. Hogg, Shanghai July 3, General.—Jardine, MATHESON & Co. Chelmsford, British barquentine, 331, C.

F. Collins, Hoile June 18, Sapanwood. ED. SCHELLHASS & Co. Anna Bertha, German barque, 620, H. Krause, July 8, Beans. - Siemssen & Co. Camelot, British steamer, 1,040, J. Daily, Swatow July 5, General.—Bun Hin Chan.

DEPARTURES.

Canton, British steamer, from Whampon.

մս**հ 6** :— Fooksand, for Whampon. Zephyr, British ganboat, for Canton Airlie, for Sydney, &c. Formosa, for Coast Ports. Marcia, for Nagasaki. China, for Swatow and Bangkok. Decima, for Bangkok. Laju, for Foochow.

CLEARED. Kong Beng, for Bangkok. Soochow, for Hoilow. Freir, for Hainhoug. Billy Simpson, for Sandakan. Deucation, for Singapore and London.

Kwang Lee, for Whampoa.

Vessels Advertised as Loading.

Destination.	Vessels.	Captain.	$m{Agents.}$	I ate of Leaving.
Bangkok	Kong Beng (s)	F. W. Phillips	Yuen Fat Hong	July 7, at 10 a.m.
Bangkok Bombay, via Straits Bremen, and Ports of Call	178 . 1	•	:	TIME IN THE PARTY
1 - 9 1 1	I had make the I had been the court of the c	1 1 W & A P 6 3 7 \ P 3 '	17 T 16 6 N (2.65 ET/2 124 5 1.52 5 5 5 5 5 5 5 5 5	THE CALL PARTY OF THE PARTY OF
1 mm	(Malasa fal):	Revilacia	Messagories Maritimes	Quick despatch
London, via Sucz Canal	Deucalion (s)	Asquith	Butterfield & Swire	July 8, at daylight.
London, and Ports of Call	Malwa (8)	G. W. Atkinson	P. & O. S. N. Co	Duly 14, at 4 p.m.
London, via Sucz Canal London, and Ports of Call London, via Sucz Canal	Glengyle (s)	Gasson	Arnhold, Karberg & Co	About July 20.
London, va Suez Canal London	Popack (s)	Waranhar	Gibb. Livingston & Co	About July 20.
Marseilles, and Ports of Call	Ironvaldy (8)		THE CODUCTION HEAT IN THE CO	the state of the s
Marseilles, Genoa, &c.	Bisigno (s)	Anfosso	10261 10 11102 00 00 1 1 1 1 1 1 1 1 1 1 1 1	aged of me mann
1 = -	PD. b. susa fal		P. & O. S. N. Co	July 15, at 4 p.m.
New York	Antoinette	.Bunje	Stemseen & Comment	Luly 19 of 3 p.m
I San Eranciaco, via Yokohama	Liaelic (B)		O. S. V. D. D. Commission	original de or brown
San Francisco, via Yokohama San Francisco	Million at Advantage 1	TRAWALL .	Russell & Co	Quick despatch.
le ra de la	E I Spange	[(→ 1]]	RECURSIVES AS COLLEGE COLLEGE	JUGUICE UCZPUCCU.
1 121	I W A DOURDA (9)	TRIM IN TAINCED HILLS.	.	Harrion cooperation
Shanghai	Khedive (8)		P. & O. S. N. Co	Cuick despatch.
Shanghai	Canton (s)	Bremner	Jardine, Matheson & Co	July 7, at 4 p.m.
Trieste, & Vancouver (B.C.), via Yokohama	Orion (a)	G. Mattiazzi	O. Bachrach	July 12, at moon.
Vanconyar/B C) via Vokobame	Batavia (s)	Price	Adamson, Bell & Co	July 12, at 3 p.m.
Yokohams and Kobé	Benarty (s)	Le Bautillier	Gibb, Livingston & Co	About July 10.
	SHARE I	IST. —QUOTATI	ONS.	JULY 6, 1887.

		<u>9</u> Д	T T	110 T	-600) J. A.	TIOMB		
Stocks.	Nos. f Shares	Value.	Paid up.	Posr Re	tion Pe	Bala	r Report. incec.f ward	Last Dividen	Closin / Unotations, Cash,
BANKS. Hongkongand Shanghai Bank Corp.	60,000	\$ 1 25	all	8 4,	,5 00,0 00	\$ 2	25,313.43 at orking a/c	30/ for ½ year to Dec. 31 /86	138 % prem.
North-China insurance Co., Ld	5,000	L 201	£ in	Tls.	100,900	Tla,	406,132.00	Tla. 23.65 for 1886	T.s. 260, seller
Yangtsze Insurance Company, Ld	8,000			£	50,00	Tls.	3.059.70	COOL TOL X V	(L . 19., 10)
Union Insurance Society Co., Ld	10,000		\$ 25	8	614,00	\$	314,012.96	\$64 p_sh. /85	\$83 per share, sales and seller
China Traders' Insurance Co., Ld	24,000	\$ 83.33			6.40,01		187,5240	20 ½ ₱ amuno	72 sellers
Canton Immrance Office Co., Ld	10,000	s 250		8	188,000		494,401.00	10 % for 1885	SOOF not chara dellare
Chines Insurance Co., Limited	1,500	ช 1,0 ฃ⊎	I -	15 21 3 1	8,711.5.	.¦ ⊉	220,771.20	847.50 for '8	<225 per share, sellers \$3871 a buyers
Hongkong Fire Insurance Co., Ld	8,000			3 1	000,000	12	943 722 44	\$ 6 for 188	\$82 n buyers
bina Fire Insurince Co., Ld.	. 20,000 40,000			3	612,500	A C	17,00		319, sellers
Singapore Insurance Company, Ld.	2.1 0.0		, -	,	• • •	ŝ	7,713.40		\$16, sales
The Straits Fire Insurance Co., Ld. The Straits Insurance Co., Ld	30,000			3	200,000	Š	75,832.52		\$30, nominal
	. 00,000			•		"			
STEAMBOAT COMPANIES.	• ,		,		*30,00	,			
ik. C. and M. St amboat Co., Ld.	. <mark>40,</mark> 000	\$ 2	all{	\$	170,00	3	11,419.4	6 % half you	104 % prom., sellers
Douglas Steamship Co., Limited	. [l			127,32		115 .13	Dec. 31/80	\$48 per share, nominal
Indo-China S. N. Company, Limited	18.387	I		,	,	1 .	4 907 5 0	7 % 1025	to of the polloge
60,000 shares issued	31,212	£ le	£ 10		•••	£	•		10 % dis., sellers
China and Manila S. S. Co., Ld	. 3,500	5 1 01	all		•••		•••	None	40 discoun:
				1		`			
HISCELLANEOUS.		. 10		i ·		- <u>.</u> .	4 0an 19	16 % for 1880	79 and
Il kong & Whampon Dock Co., Ld	12,000	8 12				` ₽	4,200.12	10 % to 1000	18180 per share hovers full
IK. and China Gas Co., Limited.	5,100 1,900		. all € 7.1	£ 9,	177.3).	i £	1,527.3.11	bonus for	\$130 per share, buyers, full paid up
New Shafes		1 : '		'	. :		4 004 17	\$6 half year	9000
3,000 cha issued	3,000	8 10	all		***	\$	1,321.41	\$6 half year June 30 1886	\$200 n nominal
China Suyar Company, Limited	15,000	₫ 10	all	,		, \$	13.781.53	$112 \odot ext{ for } 1886$	3 313 9 " sellers
Hongkong Ice Company, Limited	5,000	8 2		\$	_ 3 0 ₃ 00		4,06	12 % for 1886	₩50 "
Hongkong Bakery Company, Ld	.: 600			8	6,00	(\$::	514,58	l % for 1880	\$110 . ex div., nomina
Luzon Sugar Company, Limited	7,000			.		₽	‡29,30 3.18	None	\$63 II
Perak Sugar Cultivation Co				ili. Heriot	***	"	4+4	None None	Tls. 18 \$20
Perak Tin Minung & S'ting Co:	5,000		U #1	·	419	.	***		
Punjom & Sunghie Dua Samatan Mining Co.	40,000	3 1	الدة إ0	· .	414	}	***	None	\$19, sellers
HK. & Kow. Wharf & Godown Co	17,000	9 10	0 1		· •·		***	None	\$145, sellers
H'song Rope Manufactory Co., Ld				3	***			7	\$10 per share, nomical
A. S. Watson & Co., Limited	3,800	.1 = · ·		8	5,00	0,8	2,730,09	13 % for 188	560 % prem., buyers
HK. High-Level Tramways Co., Ld			0 💲 🖰 5	-1 "	***		***		12 % prem.
					· · · · ·				
LOANS.			, ·	Rate	s of Ind	_	Payab's.		& or magne
Chinese Imperial 1884 8	8,56				8%	Ju	na16&Dec. 14	•••	6 % prem. 8 % prem.
1884 0	. 3189				8 % **	7.5	Oct. 15		5 % prem.
Chinara Imp. (Ch. Rank Loan) 188		T700,00			7%	714	rch & Sept. Jan. 18		par
Chinese Imp. (Ch. Bank Loan) 188	4101	1	0 4.	1	3 4		U-111 40		

* Equalisation of Dividend Fund.

+ Depreciation and Insurance Fund.

1 At debit.

where - American paper.

silk is sold at even lower prices.

Romola? gllow

Undine Jcrossed the imaginary line as follows:---Ariadne..... Thistle..... Clutha..... The yachis returned as follows :--

24Clutha.... The Chillia is the winner of the race, win ning with her handicap of 14 minutes from the Thistle by 54 seconds.

> THE JUBILEE AT PAKHOL (From a Correspondent.)

July 2nd, 1887. All papers give such favourable accounts

of the manner in which the Queen's Jubilee has been celebrated in the various Treaty Ports that I cannot refrain from letting you been celebrated in a suitable manner.

agreeably surprised by seeing flags flying almost everywhere. Most conspicuous however were the British Consulate with four Union Jacks and the well-decorated flag-staff however, we were disappointed, viz., in not seeing a certain statue, the unveiling of which, we understood, was to take place on this day: we suppose the artist has been behind-hand in executing it.

Community assembled at Mr Herton's, upon that gentleman's cordial invitation, to join him in drinking to Her Majesty's

At 8 p.m. the elite of our small community, consisting of 6 Englishmen and another foreigner, repaired to dinner at the British Consulate: the remainder of the community however, were not asked; some say on account of a deficient number of knives and forks, others again say that the invitations had been mislaid.

The dinner itself is said to have been a success in the culinary art. After dinner the guests went into the garden to await the lighting of the fireworks.

The remainder of the community drank Her Majesty's health at the constable's expense, whose house was much better illuminated than the Consulate, although they had hoisted a couple dozen of lanterns on the flagstaff.

The fireworks of which I have already spoken were let off at last, and consisted of 3 squibs and 4 Chinese rockets; after seeing this magnificent display we repaired home sadder if not wiser men.

THE LOSS OF THE BENLEDI. FINDING OF THE MARINE COURT OF

ENQUIRY. The finding of the Marine Court of Euquiry as to the loss of the steamer Benledi was read at the Harbour Master's Office this afternoon by the Hon. H. G. Thomsett, R.N., Harbour Master. It is as follows:-1. That the British S. S. Benledi, 1,000

tons burden, official number 65,767, of otherwise. Leith, of which James Lawson Riddock, No of certificate of competency 06,200, the 18th June, with about 3000 bags of sugar, bound for Chefoo, and was wrecked on the Boat. Rocks to the Southwest of the Lammocks Lighthouse at about 8 p.m. of the same day.

2. In the absence of any logs or charts used by the master in the navigation of the ship, the evidence as to the course steered and distance run is entirely from memory. 3. The master according to his recollection

of the rocks.

master for the loss of the ship.

effects and ship's papers, logs, &c. did, but the Court is not disposed to deal haste.

Given under our hand at Hongkong the 30th day of June 1887.

J. BUCKNER, R.N. Staff Commander, Victor Emmanuel. J. F. ELLIS. Commanding British S. S. Airlie. W. D. Mudie. Commanding British S. S. Thibd. S. AERTON.

Commanding British S. S. Haiphong.

or years ago, another steamer or the Cape of Good and the state of 15 miles. The lander fleet, called the Moskier, the finest on it, showing a distance of 15 miles. The lander fleet, called the Moskier, the finest on it, showing a distance of 15 miles. ship is said to have been steered a course direct, or via Bombay, more than double shallowness of the Peiho, to anchor half way water mirage, as lately referred to in the by a failure at Panama, and the brilliant that, without a current, would are taken the distance, is only £70. But the means up, and passengers must then mostly shift columns of our morning contemporary, reputation earned in the East lest in the A salting race took place under the auspices her 65 miles south of the Boat Rocks. No adopted to secure the end seem of doubtful for themselves, and what that means could be appeared, and all other like West. The Suez canal has been followed A SAILING FACE LOOK PLACE Under the anspices her of similar hermit-bred per- too closely for work constructed under very of the Shanghai Yacht Club on Saturday bearing of the Cape of Good Hope light was efficacy, and it is certainly a scheme which is sufficiently knows to everybody who idiosyncracies of similar hermit-bred per- too closely for work constructed under very of the Shanghai Yacht Club on Saturday bearing of the Cape of Good Hope light was of the Shangar rache time on Saturday bearing of the China some twenty miles sonages. And here, by the bye, is a very different circumstances. The difficulties has travelled in China some twenty miles sonages. And here, by the bye, is a very different circumstances. The difficulties mst. The programme was as ionows; the last it is season that it is season to see were understood by the early surveyors and start at 1.00 p.m. according to sailing research that it is season that it is season to see were understood by the early surveyors and in the sailing research that it is season to see were understood by the early surveyors and it is season. Start at 1.00 p.m. according to saming to seen, and one stip can not appeared of light. As the gulation 1), from an imaginary line between an hour within its range of light. As the guiation 1), from an imaginary time occurred an nour without to range of figure as the Yuenfah and the Signal Station at Pool ship was steering about E.S.E., eccasional and government efficers, is, of course, a be undoubtedly desirable for a few outthe X serious and two engine or surplied to the start The Imperial Canal Com- to be adopted and a tardy straining after tung; sail up river; luft round a stake-beat bearings of this light would have shown if

yachts, the Clutha, Thistle and White and Boat Rocks, and placed there home contemporary likewise mentions the ha div be benefited by the revolutionary salt water bathing would no longer light was not seen at all, and the Laurmocks white light (a 22 mile light) was only seen at 7.20 p.m. when the ship was only about 16 miles from it. Cape of Good Hope and the lammocks white lights overlap each other for a distance of over 8 miles, and cross-bearings of the two, assisted by an observation of the Pole Star for latitude, would have shown the ship's position very nearly.

As regards the red light, the Chart by which the Master says he navigated the ship, has the lines of light defined and the words 'are of visibility of the red light' marked on it. This are is placed about & a mile to the south-westward of the Boat Rocks. The master of the Benledi heard the | red light reported when talking to the Chief engineer. He went on the bridge. took a bearing of the light, told the second mate (officer on the watch) not to come eastward of his course, went to the chartalso in Pakhoi it has room door (aft) speaking to the Chief mate on the way, did not go into the chart-room. but was about to return to the bridge, On arising on Jubilee morning we were | with, as he states, the intention of changing | his course, when the ship, going 11 knots an hour, struck the Boat Rocks and be-

came a wreck. The red light is purposely and properly described in the Admirally charts. confining it to a narrow compass to cauof Messrs Herton & Co. In one thing, I tion unvigators seeing it that they are in immediate danger, and anyone accidentally bringing it in a ght and imagining himself opinion assumes an unreasonable and dangerous responsibility. The master of the Benledi when the red light was reported, instead of at once altering his ship's course

In the afternoon the greater part of the to lose sight of that light, lost very valuable companies had twelve boats each on The opening prices for the past five years time and with it his ship. Fortunately in this case the weather was fine and there was no difficulty in rescuing

the passongers and crew. H. G. THOMSETT, R.N. Stipendiary Magistrate, President of the Court. 30th June, 1887.

Amov.

(From our own Correspondent.) 4th July 1887.

A meeting of supporters of the Amoy Seaman's Club was held at the Amoy Club of carrying on the first-named institution. After a deal of discussion and opposition, it sold there, so as to try and stop the sale of M. M. Company and to be paid. The rates of the bable consumption, say: adulterated drinks which the Chinese have | cabin in which two were berthed, \$750 had | been in the habit of selling to the detri- to be paid by each occupant, whilst the

ment of Jack's health. For my part, I think that the friends were the lowest, the figure being \$500. Probable consumption. and supporters of the Seaman's Club have The rates for passages to England, via San come to a wise decision, in allowing the as formerly the seamen visiting the Port

last two days, which has lowered the ternperaturefrom 89 to 80 in the shade, making the weather simply splendid.

Also bringing down the Newthwang fleet. The sailing vessels, Claro B. buyan, Bylgia, Francisco, Galveston, Louise and Le Avrenire, arrived this morning, and more vessels are in sight. Everything is very quiet here table, which gives the names of the prin-

Vessels in Port.—Steamers Namoa, Swawas master, left Swatow at 4.40 p.m. on tow, Zafiro, Amigo; sailing vessels, Oscar Mooyer, Johanna Kremer, Bylgia, Fran- of interest, we believe, to our readers. cisco, Galveston, Louise, Claro Babuyan and

PASSAGE RATES IN THE EAST. (From the Shanghai Courier.) In various quarters of the East the attention of the public has of late been drawn to the heavy charge of passage rates, and this Norddeutscher steered a course to take him, allowing 31 unsatisfactory state of things seems not miles for current, about 3 miles to the only to be confined to the courts of China Glen Line : South of the Boat Rocks; and on the red and Japan, but in India also has the public P. M. S. S. C. light of the Lammocks being seen he voice been raised, and schemes have been 0. & 0. 8. 8. C. thought himself to the Southward and clear | brought forward to amend matters, so as to somewhat curtail travelling expenses, which, 4. Four members of the Court agreed under the present regime, make it, for the that no blame is to be attached to the majority of Europeans residing abroad, and in farther Asia especially, athing of the 5. All the members of the Court are sweetly impossible to pay oute and a while a unanimously of opinion that the master left | visit to the shores of dear home. Thus we the ship too hurriedly. The weather was find it stated, for instance, that a scheme fine and there appears to have been ample has been started in India, having for its

WE have received, says the Shanghed section 5 of section 15 of Ordinance 8 of considerable reduction, but hardly a free and yet the rate is about double that charged foreibly applies to a railway from Taku to cubic yards of material to be moved in this writer expressed the hope that in the matter | winning, moreover, for themselves the of passages the new route would bring about lasting good will of the steadily increasing crowd into Chefoo during the summer a considerable reduction of rates ruling at numbers of foreign residents in the Far present. For, there was no doubt that the East. present rate of \$300 from Yokohama to San Francisco was about the most exorbitant in the world. He hoped the Canadian Pacific Railway's ideas are, say, about \$150, or \$100 less than at present, when the through rate from Hongkong to London by this route will be about \$300. It is easily understood that if inducements were thus

given to passengers, the Canadian Pacific or two, a marked reduction in the meet the present state of affairs, and if these remarks apply to the passage rates

pany aggregating no more than 20,000. Affred Holt's boats numbered three only. The P. & O. Company besides had some nine vessels running on the coast, keeping up communication between Hongkong, Swatow, Amoy and steamors were disputched, but their visits decline. M. M. Company were still higher; for a Deliveries from 1st June, charge for a single berthed cabin was Less probable falling off 15,0 0.000 ., \$1,200. 'Blue Funnel' saloon passages

Francisco, were also excessive, the charge which exist, we have compiled the subjoined the annals of the China Tea Trade.

cinal steamship companies trading to and in the East, the various distances, the passage rates (in Mexican dollars) etc. which figures -we give them in round numbers-will be Here is the TABLE OF PASSAGE RATES.

(Saloon, San Francisco 5,980 Yokohama 1,230 Hankow. Tientsin. Chefoo. Foochow, Ningpo. Amoy.

time for the master, officers and crew to object the forcing of the various regular the rate per mile by any of the mail steamers have saved their own effects, the passengers' steamship companies now trading to that is about four cents per mile in the saloon, country, to reduce their high rates for two and a half in second class, and one and England, (and, as an analogous case, we may We consider the master is to blame for passages between India and England and one-third in steerage, the rate by consting add the foreign residents of Paking), have rot remaining by the ship longer than he vice ersa. It is the intention of the pro- steamers—the Japan line and the passage to often made strong remonstrance, and with jectors of the movement to form a com- Hongkong excepted, where it is also four great cause, against the disadvantage under with his certificate for this unnecessary pany, to be called the Anglo Indian cents—smounts to about 7 cents, which rate which they labour consequent on the high Passanger Association, whose aim it will has been kept up for a good number of rate of freight exacted from them by the be to enlist some two thousand mem- years past, and which certainly suits no railway companies. Especially has the bers, who paying Rs. 8 or Rs 10 a longer the pockets of the public in general; complaint been made that goods have been month, will provide in the near future for the cetas aurea in the East has vanished, brought to their districts from foreign ports a fund, enabling the Association to and the silver age-if not the copper one- on which the freight charged has been send home and bring out free, at least three has settled down on these shores. Of course much, less than the amount extorted for a hundred passengers every year, first class, the three above-named companies, who few miles of carriage on the railof course. We have italicised the word monopolise the coasting passenger trade, ways at the end of the journey, while it free, for its explanation is somewhat diff. would have been unable to keep their can be easily proved that a few miles more cult. If a member of the Association on ground, had they not formed a ring, by or less of inland navigation, added to tributes to the fund Rs. 10 s month and which means they are able to keep up the the length of a sea voyage, cannot increase goes home, say, once every ix years, he rates. Accommodation on coasting vessels the freight or marine insurance, and the Captain Thomsett, continuing, said- will pay Rs. 720 for the double journey, is certainly not superior, ayo, in most in- charges now levied for dock dues, porter-

courter, a rew and and the Russian steamer Court must sign the report of the finding shipping companies who have now com- time that this glaring amounty was done whether a ship canal would not serve the appreciate the statement regard to the wieck of the Russian steamer Court must sign the report of the finding shipping companies who have now comregard to the wreck of the tuestanes court must sign the report of the uniquestance of the traffic refusing to come to an away with, for, as we have already remark-purpose better, and whether its construction A. Nelson Boyd, an experienced English and the traffic refusing to come to an away with, for, as we have already remark-purpose better, and whether its construction A. Nelson Boyd, an experienced English nostroma, which we reported a short time for report to me poveriment has respons tor mine of the reduced rates ed, the time has pased when each European would not, equally well as a radway, add civil ingineer, who seems to write without ago. It appears that the vessel was on a dissenting. I having dissented from the amicable settlement, the reduced rates ed, the time has pased when each European would not, equally well as a radway, add civil ingineer, who seems to write without ngo, it appears that the vessel was on a dissenting, I having dissented from taking a passage in a coasting bout is con- to the wealth, the strength, and the happi- the usual prejudice against foreign talent voyage from Wladivestock to Nicolajewsk, other members of the Court made the folchartering vessels for their own purpose. sidered a Nabob. There are other striking mess of the community. No doubt engineer- and enterprise, has been looking over the when she struck, near the latter port, on a lowing report to the croveriment in the conclusion But how could it be arranged that a fixed anomalies noticeable in the rates. While, ing evidence could be obtained to throw Panama route, no doubt in the employ of reef. The accident happened is the forereer. The accurant napponed is the foreign and an anti-control of the control of the 2,000 subscribers should for instance, the fare from Shangbai to discredit upon the project, but experience people who have been led into-investments noon, it being very foggy at the fine. She the majority of the Court have come to as proportion of the 2,000 subscribers should for instance, the fare from Shangbai to discredit upon the project, but experience people who have been led into-investments noon, it being very foggy at the fine. She the majority of the Court have come to as proportion of the 2,000 subscribers should for instance, the fare from Shangbai to discredit upon the project, but experience people who have been led into-investments noon, it being very foggy at the fine. noon, who being very reggy at the time, one the majorney or the Court nave come to as proportion of the sponsor of the shown that the opponents of canals—by the dazzling financiering of Count De is a total wreck. The loss to the Volun- regards no blame being attached to the go home each year, what number would hongkong—82) miles—is \$35, that to has shown that the opponents of canals—by the dazzling financiering of Count De BA total wreck. The loss to the volume regards no sugar occurs of the Beniedi for the loss of that be able to sail at one time, how Amoy—a distance of 58) miles, i. c., 240 especially engineers—have always been Lessops, and he submits in an English toer Fleet' is very great, as the steamer master of the Beniedi for the loss of that be able to sail at one time. toer ricet is very gient, as the steamer master or the beneat to the miles less—is \$41. Again, the fare from wrong. Moreover, the canal has many other engineering paper, some of his conclusions, had on board a big cargo of stores for the ship. It appears to me a very spapicious many special vessels would have to be called the ship. It appears to me a very spapicious many special vessels would have to be called the ship. It appears to me a very spapicious many special vessels would have to be called the ship. It appears to me a very spapicious many special vessels would have to be called the ship. It appears to me a very spapicious many special vessels would have to be called the ship. It appears to me a very spapicious many special vessels would have to be called the ship. It appears to me a very spapicious many special vessels would have to be called the ship. It appears to me a very spapicious many special vessels would have to be called the ship. It appears to me a very spapicious many special vessels would have to be called the ship. nad on beard a big cargo of stores for the suite superior of the standard government. A small part has circumstance that, although there was chartered and at what intervals, and standard government. A small part has circumstance that, although there was chartered and at what intervals, and standard government. nussian government a small part has circumstance one, attended to the entire about the question of cargo in difference of distance between these ports instance, is larning with a desire to re- point of the success of the entire instance, ample time to save the ship's papers, bug what about the question of cargo in difference of distance between these ports instance, is larning with a desire to re- point of the success of the entire instance. He Deen sayver, and according to take navices, tample time to save the sure of the ent ipage. He case of such a fluctuating service? Such as fluctuations such as fluctuating service? Such as fl Captain Tearition, ner late commander, book, charm are, no document was pro- such as these will have to be though Swatow and Tientain are situated the sight, on the Peking plains, of some of the french engineers, most of wham were some of the officers and part of the crew duced to show how this vessel was navisome of the employed in guted. The evidence given is therefore answered before the proposed Anglo-Indian at almost same distance from Shanghai, the the finest models of marine architecture, employed on the Suez canal, and received were standing by the vessel, engaged in guted. The evidence given is therefore answered before the proposed Anglo-Indian Passage Association can hope for the fare to the former port is \$14 less than that | together with the musical creaking of the | their sole experience in canal engineering salving operations. The remainder of the factor of the sands of Egypt all-fated vessel's crow arrived here a lew The Benkeli left Swatow, and at 6.10 support of practical men. That the end is to the latter. And yet, a person going to blocks, which a distinguished writer alleges in the sands of Egypt will fated vessel's crow arrived here a lew The Benkeli left Swatow, and at 6.10 support of practical men. days ago, and proceeded home in the p.m. of the 18th June, a departure was days ago, and proceeded nome in the pain, or the room of the agree, it is a glaring anomaly that the greater inconvenience than if travelling to for naval glory would be induced. And, The impress on made upon my mind by a Russia. Captain Tchirikoff lost, a couple taken from a point about 13 unites north of lyagree. It is a glaring anomaly that the Kussia. Capian remission lost, a complex taken from a point about 13 officers and the Cape of Good Hope, with a bright light fare from London to Bombay is £68, while the southern steamer of the Vo- the Cape of Good Hope, with a bright light fare from London to Bombay is £68, while the southern port. For it happens often the Cape of Good Hope, with a bright light fare from London to Bombay is £68, while the southern port. For it happens often the Cape of Good Hope, with a bright light fare from London to Bombay is £68, while the southern port. The capital states are the capital states and the capital states are the capital states and the capital states are the capital states and the capital states are th moored about 2 miles up the Seven Mile the ship was experiencing any unusual ing of this description, the difference of ference steamers, thus forcing the ring to pany of China. Our commission is one per economy. meaning the following was the handicap:— The Lammocks Rocks are marked by a siderably weighs in the favour of such a doubt, that the date is not distant, when there are still other and greater advantages in the favour of such a doubt, that the date is not distant, when there are still other and greater advantages

THE TEA TRADE.

Writing in the N. C. Daily News with regard to the paragraph about the sale of tea per Mogune, a correspondent who signs

Sir,-In these days of over-production route would come into favour; especially and keen competition we have to be conwill a cool weather route be an inducement tented with very little, but it was with some over the Red Sea, to those who have just | surprise that I gathered from your leaderette passed through a list trying summer, and this morning that the tea news from home are homeward bound. These few extracts is not really so bad as it seemed at first, will sufficiently show that in various and that the restriction of shipments ' must quarters the question of rates has been | react favorably on the home markets.' In moved, with, we trust, a favourable result | speaking of the results of the shipments per in the near future. On the other hand, | Moynene, we must bear in mind the excepcannot be denied that there has tionally favourable circumstances under taken place, during the last decade which her cargo was placed on the Loudon market, that is to say, she is a week shead rates of passages, however not sufficient to of any other steamer and the export to London to date is by far the smallest that has been known for many tears. The quahomeward, they hold equally good, and lity of the crop is not so good as last season, more so, with respect to the fares charged | but in the opinion of many of our best exby coasting steamers. It will be here not perts it was a crop suited to the London out of place to cast a retrospective glance | trade, in that it possessed greater strongth at the state of shipping twenty years ago, than last season's teas. In spite of all this which at the same time will show how the the London sales show the lowest range of trade to and from the East has become re- prices ever witnessed for first arrivals. volutionized during the past two decades. With the extraordinarily small supply of farther from it than so described, in my In 1867 the only regular lines of steamers linest teas the prices paid are not equal to running from Europe to the East were the | what might have been expected, and if we P. & O. Company, the M. M. Company, look at the quotations for common teas, of and the then recently inaugurated. Blue- which the crop chiefly consists, we shall not Line. Whilst the two former find much ground for hope or consolation.

> In \$81 the home brokers remarked that opening prices were 2d a 3d, under the usual price for first teas. We now see a Japan. There was at that time no regular further fell of 2d. per 1b; and say 'it is not steam communication between Shanghai really so bad. Private advices to-day re-

bitant, if compared with those now prevail- this year amount to 31 millions against 36 the house is held to be fit for occupation,

1886, to 31st May,

sale of beer and perter on the primises, to San Francisco cost \$300. Perhaps 117,0,0,000 lbs. or 20 millions over pro- parent as compensation for the loss of atill more exorbitant were the charges for bable requirements. With the largest first child eight years of age, and for illness in passages on this coast or to that of Japan. crop on record from the North of China and other members of his family, owing to the &c., and then taking them to the Club to steamer from Hongkong to Yokohama \$200 is most improbable that we can bring our occupied. -Lancet. and from Shanghai to the latter part Tls. export this year down to a proper level; The larger share of the responsibility for 100. From Shanghai to Nagasaki Ils. 60, especially as we must not ignore the heavy | bad house drainage in Hongkong rests upon enumerations will suffice to show the status last season's the decrease in consumption the liability of the Government for such of things with regar I to passage rates in the might have been arrested, but as the qua- neglect !- ED. C. M.] East twenty years ago. If we now turn our lity has already been condemned by home attention to the same subject in its present | buyers, I do not think I am taking a pescondition, the result will still be anything simist view of thing when I anticipate the but satisfactory, and in order to recognise, smallest consumption for many years, and at a single glance, the glaring anomalies the lowest range of prices ever known in

CANALS VERSUS RAILWAYS IN

China boasts of her Canal system and Great Britain of her railways. According to western ideas the latter are preferable, and powerful Syndicates have come to the East from England, Germany, Belgium, France, America, etc., etc., backed by miltions of dollars, with the object persuading the Peking Givernment to introduceralways and thut interfere with, if not altogether abolish, the traffic on the Canals, while in England, at the present time, capitalists are agitated by a feverish anxiety to make canals. The Manchester Ship Canal proposal did not meet with the success it perhaps deserved. Still a scheme has been propounded to unite Birmingham with the sea, and a preliminary prospectus sets forth the advantages of the canal, in language that is not merely at once convincing but it sounds the death knell of the railway era in the west, and the flocking of syndicates to China with their rails and iron horses can, after this, be readily understood. Their accupation at home has gone. It is pointed out that the midland districts of In accordance with the provisions of sub-I these terms conferring on him, certainly, a stances, inferior to that found in ocean liners age, etc. would be entirely saved. This

ws may received, says the changed section to or organises out is so bewildering that laymon cannot Courier, a few additional particulars with 1879, which states that each member of the passage. Moreover, in the event of the passage. Moreover, in the event of the passage. Ariaine16 . Lammocks, wisible from the sea between Asiatic continent are as sensitive as we are China has a not of callways,—the present by a constant supply of fresh sea air, with covering the to a speedy reform being introduced. A generation of foreigners in the East will seas water, would soon be apparent; expressly to keep ships off them. The glaring anomaly that exists in the present agent of the iron-horse. An opposition be a fuxury for the rich alone, the co-die night was fine, as the master was able to charges from the East to England. Speak- line having as its motto: 'small profits and could take his header and bob up serencly take a bearing of the pole star to check his ing of the new Canadian Pacific Route, the quick returns' cannot fail but be a success, whenever he desired, and there would no months, as they now do, to the detriment

of played-out folks from Shanghai. Auhave been hanged and I know what I am other boon would also be afforded to the talking about. What ails me is that I people in the matter of their fish supply, don't want to die, and I don't think I ought and more particularly as regards its freshto. Probably if you knew that in an inness, it having been ascertained by careful experiment that when a period of some weeks intervenes between capture and consumption, the fish lose much of that delicacy of flavour which causes them to be so highly esteemed by epicares as an article of It is therefore part of the scheme for a canal of the kind we have described to train turbot, cod, mackerel,

samli and all other delicious, and favourite sea fish to swim up the canal to its extreme terminus, and as an inducement for the foreign Ministers in Peking to favour and push forward the scheme, the sole right of fishing in the waters of the canal, within the precincts of Peking proper, might be conceded them, provided of course that their rods and tackle did not affect the mirage to be supplied to the Empress. Foreign railway syndicates having failed to touch John Chinaman, it might be well to hit him on his own soft place-Canals, and should the undertaking be carried out, success would be so immediate that one of the first steps, after cutting the first sod, should be to give the order to the printers for twenty per cent dividend war-But should no dividend ever be earned the promoters will have had the satisfaction of constructing a masterpiece of engineering skill; they will have given lucrative employment to many restless intellects; they will have brought healthful breezes and civilising methods to many a home; and they will have written a new. inspiring and glorious chapter in the history

BAD DRAINAGE AND LANDLORDS'

LIABILITIES.

of this great Empire.—Shanghai Courier.

will doubtless be read with interest, in view of the present discussion in Hongkong as to landlords' rights and Sanitary logisand the northern ports of China; occasional port the market weak and prices likely to lation :- Both in England and in Scotland gard his punishment as unjustly severe. it is being made clear to landlords that they He went to the rope unflinchingly, and just were like angels' visits, few and far between. We will now look at prospects and to will be held responsible for letting houses | before the trap was aprung, Shipping being thus restricted to a small understand these it will be necessary first the drainage of which is in such a state as | tendant shifted the knot a little, he heard number of vessels, it was a natural con- to look at home requirements. The de- to induce injury to health amongst the Baker say : sequence, that the charges for passages liveries of China Congou and Southong for tenants. The letting of a house for human were extraordinarily high. Yes, most exor- the four mouths from February to May occupation should necessarily imply that last Thursday to consider the advisability ing, though they are still very high. Thus, millions for the same four mo the last year, and substantial penalty should be required for instance, a saloon passage from Sha g- and we may safely take this to indicate that of a landlord who fails to fulfil his part of hai to I ondon by P. & O. steamer cost deliveries for the next twelve months will the contract. In the case of Gurney v. \$550, and the cabin was occupied by two or show an equal falling off or say 15 millions Stroud, tried the other day before Mr was decided to allow beer and porter to be more passengers; for a reserved cabin less than last year. Thus we arrive at pro- Justice Cave and a common jury, the judge informed the jury that if a house was let furnished, then there was an implied contract by the landlord that it was fit for that soon after he came into possession his wife and children became ill, two of the latter dying, he was awarded compensation Our shipments last year from all China similar case which came before Mr Sheriff being 8560, whilst a fare from Hongkong to London were as nearly as possible Lees at Glasgow, £150 was awarded to a

were in the habit of buying bottles of spirits Thus, for instance, was the fare per P. & O. a full first crop from the Southern. Ports it defective drainage of the house which he We have had a northerly wind for the and from here to Hongkong Tis. 90. To stock of good consumable Congou and Sou- the Government. No landlord can possibly Tientsin Tls. 70, and from Shanghai to chong already in the London warehouses. get rid of house-sewage until the public Tls. 60, return licket Tls. 100. These few If the present crop had been as fine as drains are made efficient; but how about

THE PANAMA CANAL. DISCOURAGING PROSPECTS.

from Washington says: The venerable Ad- | tisans dare not stand up and say Lanstowne miral Ammen and other Nicaragua Canal has denied the charge. Referring to John people are again showing signs of activity. | Bright's letter, read in Birmingham, O'Brien The recent great back-set to the Panama | said :entorprise is, of course, encouraging to the | I regret that his life is ending in bitter American projectors in proportion to the winter, rather than in the glorious sunset discouragement it carries to the French. in which Mr Gladstone is ascending. Bright Ammen proposes not to rest until the Nic- disapproves of my mission in the same Haiphong, 29.72 88 aragua Canal is a success. He says it is breath in which he calls Gladstone a traitor. the only scheme which can secure to this [Cries of 'Shame!'] I am not sorry to be in country the prestige we are entitled to on | such company. Loud applause. the isthmus and in the southern part of the Landsowne, said the speaker, not others associated with him are financiers, of crime and outrage. He impired those and men who, of course, place dollars above | who carried out his outrages, and the sentiment which is expected to put they were the men who yoked themthe Niceragua scheme upon a working ba- seives like jackasses to his carriage. sis before many months.

dispetch of May 16th from Panama, de- way. [Laughter.] Four hundred of these, Shanghai. 29.79 73 95 88 3 ro tailing the great cave-in on the De Lesseps with their side arms on, were of the mob Nagasaki. canal. The slip was caused by under- who tried in the dark, at Kingston, to ground currents of water which had been morder us. I charge Lansdowne, here, The barometer is steady over Luzon. disturbed and diverted by the canal ex- whight, with that crime. He answered but is falling along the coast of China. cava in It is believed by mival people our demand for free speech with revolver Gradients for S. W. winds are moderate. herewho have given the subject attention shots. I venture to think that we shall The temperature and the humidity are that the land, slip of the Panama Canal is not hear for some time to come from Lon- high and overcast weather prevails. mote si miscant than the French engineers | don about Pamellism and crime, and, by affect to think, as it indicates a stratum of the way, I shall have something to say gravel which will for a time serve as a about Lansdowne and crime.' channel for the subterranean waters, the Thorepresentatives of the American press, effect of which upon the future of the he said, were herally and truly the saviors waterway is obvious. The report on the subject intimates that trampled them to death had it not been for the great land slip has appalled the experi- this powerful sheet of protection. enced and cours cous French engineers. Nevertheless preparations are actively going on to repair the dam ge. The work land, etc., and was followed by Kilbride humidity of air saturated with moisture boing now stands about where it did before a and others. Letters of regret were receiv- 100. spadeful of material was moved. The cut | ed and read from ex-Senator Conking, exis filled in solidly for a long distance with Governor Hoadley, Governor Hill and earth and rook, the latter in great masses. The engineers are preparing to begin

work on the Culebra out, the greatest and

TWICK HANGED. (New York Sun.)

Theodore Baker, who was hanged at Springer, N. M., for the murder of Frank Unruh in Colfax county, wishes to be remembered as the one American who was hanged twice for a single crime. In conversation with the Sun correspondent a short time after he had received word from Joycrnor Ross that there was no hope for him Baker said: 'It is not the pain that I fear at all.

stant you were to be blown to nothingness, so that you would experience no suffering whatever, you would appreciate how I feelabout it. Asfor the mode of death, you can say that it is as good as any other, and t don't need to be too artisticaly done. either. Why, when they hanged me first down here by the railroad track I was day it is by looking out of the chimneyscared half to death. They had no modern appliances, and I made up my mind that they were going to give me a terrible struggle of it, but it was nothing of the sort. The mob swung me off from a telegraph pule like they would a log, and then one or two of them pulled my legs. That isn't so almighty nice, but still it don't hart as you might think it would. I must have hung there ten or lifteen minutes before the Sheriff and his pusse found me and cut me down. Of course by that time I was unconscious, but I remembered enough of what occurred to banish any fear that I might have of death on the gallows. Its death in whatever form it comes that I object to. If I have got to go I had just as soon go by the rope as by the bullet, and I had a good deal rather go by the rope than by the knife or by poison. You can say this much for the information and comfort of all the poor fellows who will have to swing when I am gone. Tell them to brace up and take it easy. They are going to dis easier deaths than threefourths of the fat old judges who sentence them and who expect to die in their beds. There has been altogether too much writing and talking on the subject of the barbarity of the gallows. 'I'm in favor of abolishing capital punishment myself, but if a man must die, what's the use of being too particular about the mode so long as you The following extract from the Lancet have got a good enough scheme now? Baker had several warm friends here who labored earnestly in his behalf, and who re-

> 'That's right; I have been in the habit of having it a little higher up.'

O'BRIEN IN NEW YORK. New York, June 2.-Ed.t r.O'Brien arrived here this evening from Boston. After dining in private O'Brien was condue ed to the Academy of Music, where a most enthusiastic reception awaited him. The auditorum was packed to its u most capacity. Mayor Hewist, ex-Mayor Grace and other prominent citizens omepied seats on the stage, which was decorated with intertained American and Irish flags. As soon as O Brien, appeared a storm of applause arose and lusted for goveral minutes. On being introduced by the chairman UBrien spone feelingly of the extraordinary extent of American sympathy which has been stirred by the events in Canada.

Lansdowne, he said, has been a more successful apostle for Ireland and the Irish cause than we could over be.' They could only tell the tale of his deeds in Ireland. but these deeds and Lansdowne's mobs had told a tale all the world over. The horrible moments spent in Canada by the speaker would lie lightly in his memory when he remembers that those incidents have illustrated the true characteristic of Lausdownism and the cruelty of evictions as now being perpetrated in Ireland. Lausdowne has said everything he can through the press, (hicago, May 30 .- A special dispatch and O'Brien believed the most bitter par-

continent. The admiral has made the satisfied with being damued as a laudlord, Nicaragua scheme almost a lifework. The has added to his guilt that of an instigator Wijostock, 29.82 59 __ E He knew the outrage was to be perpetrated Haiphong. - - -Offici I accounts have now reached Wash- by some 'gentlemen' volunteers who be- Hongkong 29.82 82 82 0 0 ington from naval sources confirming the baved so gallantly at the battle of Ridge- 1 moy...... 29.85 82 83 w 1 c

of himself and party. The mob would have Mr. O'Briendevoted some time to an ex-

position of the condition of affairs in Ire-Archbishop Corrigan. ---

A resolution was adopted denouncing in forcible terms Lord Lansdowns and the Canmost difficult on the routs, which it is cal- dian outrages against O'Brien. They deculated cannot be accomplished in less clare the sympathy of the entire people with w dew (wet). than six years. The number of millions of Ireland in the struggle for home rule-

REMOTELY AKIN. Our friends are like the buttercups That turn plain fields to gold, With bounty manifold; While Love is like the awest wild rose Which fills a hidden place With fragrance, colour, grace;

Nor yet the dower scorns Of beauty saving thorns, And Friendship is a country rich In meadows, waters, woods-A land of quiet moods: But Love is like a mountain fair. Joys tumult, dangers flow Adown its sides below.

Or. Love a summer sunrise shines. So rich its clouds are hung, So sweet its songs are sung. And Friendship's but broad, common day, With light enough to show Where fruit with brambles grow With warmth enough to feed The grain of daily need,

While high against the skies

Its solemn summits rise.

And Love, a royal river, flows To give, to strongly bless-Or blight, with swift caress : While Friendship has a lake's repose : A lake that placed lies Beneath the placed skies, And holds the heavens a-nigh To soothe the downcast eye.

Or, Love's a church, dear, beautiful: And Friendship is a home Where one for rest may come. Like praying spirit, Love, too Has entered in the blue: Midway its clear bells sound. Sweetening the air around. While noises in the street, About its portals meet. -Sydney Mail.

LANDLADY-'Can you tell me what i good for bedbugs?' Fogg-'Seems to me that fat boarders ought to satisfy 'em.'-Detroit Free Press.

New Yorker (to Dakota man)- You have a good deal of snow in Dakota, I suppose ? Dakotan-'Oh, no; it never gets so deep that we can't tell what kind of a tops.'-New York Sun.

Quotations

1:	Hongkong, July 6.
OPIU.	M—New Patna, cash, 502½ @ 503½
"	Old " cash,
. 37	New Benares, cash, 4771
9.5	Old ,, cash, —
17	New Malwa, cash, 525 Allowance, Taels 16/32
,	Old Malwa, cash, 550/570
	Allowance, Caels 4/32
13	Porsian, Oily, cash 470/90
	Allowance, Taels Noneto32
• •	Persian, Paper tied 490/500
29	Allowance, Taels 32/96

	Allowance, Taels 32/96
Į	Exclanga
	Hongkong, July 6.
	On London—
	Bank, Wire, 3/18 a 3
1	" On demand, 3/13
	30 days' aight, 3.18
	4 months' sight, $3/1\frac{3}{4}$
ļ	Oredits, 4 3/2 3/2 Documentary, 4 months sight, 3/2 a
	Documentary, 4 months' sight, 3/2
•	On Paris—
	On demand, 3.93
	Oredits, 4 months' sight, 4.01
<u> </u>	On New York—
,	On demand, $75\frac{3}{4}$
	Credits, 60 days' sight, 77
•	On Bombay—
ì.	Wire, 223
•	On demand, 2231
ı	On Calcutta— Wire, 223
;	Wire, 223
	On demand, 223½
E	On Shangha.—
	On demand, 72½ 30 daya' sight, 73
t	1 30 GBya Signt, 10
-	fold Leaf, 100 fine 32.90
	Sovereigns, \$6.32

Temperature

	Tomfiet wante.	
Taken at A	Iesses Falconer & Co	.'s Premis
	Queen's Road.)	
RAHOMETER	9 A.M	29.860
Do.	l P.M	29.838
Do.	4 P.M	29 .816
	ree y a.m	80
_	1 P.M	84
Do.	4 P.M	83
Do.	(Wee bulb) ! A.M.	77
Do.	Do. 1 r.s.	80
_ Do.	Do. 4 P.M.	78
Do.	Maximum	85

METEOROLOGICAL REGISTER AT 4 P.M. TO-DAY.

Do: Minimum over ogh

Barometer . Temperature . Humidity . . Direction of Wind Force . . Hongkong, Observatory, July 6, 1887

CHINA COAST METEOROLOGICAL REGISTER. JULY 5.—AT 4 F.M.

Amoy 29.83 84 79 82 Foochow .. 29.80 86 Shanghai. 29.84 73 93 ESE 4

Manila.... 29.92 85 76 wsw 1 b

W. DOPEROK. Government Astronomer. Hongkong Observatory, July 6.

1. BAROMETER, reduced to 81 degrees Fahrencelt, and to the level of the sea in inches, tenthe and hundredths. 2. TEMPERATURE, in the shade in degrees, S. Howivir, in percentage of saturation, the

4. Direction of Wind to two points. 5. FORCE OF WIND, specifing to Sention!

6. STATE OF WEATHER, & blue sky, a deischedulouds, d drizzling, rain, f tog, d gloome, & hali, I lightning, o overeast, p passing showers. agually, r rain, s mow, t thunder, " visibility.

7. Ram, in inches, tenths and bundrestan

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID. MEDITERRANEAN AND BLACK

SEA PORTS. MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; BORDEAUX, DUNKIRK AND ANTWERP.

N THURSDAY, the 7th of July, 1887, at Noon, the Company's S.S. IRAOUADDY, Commandant LARTIQUE, with MAILS, PASSENGERS, SPECIE, and OARGO, will leave this Port for the at the Company's Office, until 5 p.m. the

above places. Cargo and Specie will be registered for Loudon as well as for Marseilles, and accepted in transit through Marseilles for the Francisco for China or Japan (or vice wrsa) principal places of Europe.

p. m., Specie and Parcels until 3 p.m. on turn Passage Orders, available for one year, the 6th July, 1887. (Parcels are not will be issued at a Discount of 25 % from to be sent on board; they must be left at Return Fare. These allowances do not apply the Agency's Office.) Contents and value of Packages are re-

For further particulars, apply at the Company's Office. G. DE CHAMPEAUX,

Ayenet. Hongkong, June 24, 1887.

NORDDEUTSCHER LLOYD. NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ. PORT SAID, TRIESTE, BRINDISI, GENUA. ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANTE, BLACK SEA & BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B. -Cargo can be taken on through Bills of Lacting for the principal places in RUSSIA.

N THURSDAY, the 7th day of July, 1887, at 4 p.m., the Company's S.S. BRAUNSCHWRIG. Captain Störmer, with MAILS, PASSENGERS, SPECIE,

calling at Genoa. Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 6th July. (Parcels are not to be sent on board: they must be left at the AGENCY'S Office). Contents and Value of Packages are required.

The Steamer has aplended Accommodation and carries a Doctor and Stewardess. For further Particulars, apply to MELCHERS & Co.,

Agents. Hongkong, June 11, 1887.



STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, MARSEILLES, GIBRALTAR, BRINDISI, VENICE, TRIESTE, AND LONDON;

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA

f Lading for BATAVIA, PERSIAN AND BOSTON.

THE PENINSULAR AND ORIENTAL STRAM CANAL and usual Ports of Call, on Demerara, and to ports in Mexico, Central placed under a separate heading, complete THURSDAY, 14th July, at 4 p.m. Cargo will be received on board until connecting Steamers. 10 am. on the day of sailing.

until Noon on the day of sailing. For further Particulars regarding FREIGHT and PASSAGE, apply to the have paid full fare, re-embarking at San PENINSULAR & ORIENTAL STEAM NAVIGA- Francisco for Ohina or Japan (or vice versa) TION COMPANY'S Office, Hongkong.

required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading. Passengers desirous of insuring their baggage can do so on application at the Com-

Pany's Office. E. L. WOODIN Acting Superintendent P. & O. S. N. Co.'s Office,

Hongkong, July 4, 1887. SUMMER TIME TABLE. THE KOWLOON FERRY.

STEAM-LAUNCH MORNING STAR Runs Darify as a FERRY Boar between

Peddar's Wharf and Tsim-Tsa-Tsui at the following hours:-This Time Table will take effect from the 15TH APRIL, 1887. WERK DAYS. SUNDAYS.

(1) 42/4144			
Leaves K'loon	Leaves A.K.	Leaves K'	oon, Leaves H.K.
6.00 A.M.	7.00 A.M.	,6,00 ▲ ,	м. 7.00 а.м
8.00 ,,		- ~ ~	, 8.00 ,
8.50 ,,			, 10.18 ,,
	10.15*,,		, 10.45 ,,
10.30* ,	12,30 P.M.	44 AA .	NOON.
12.45 P.M.		12.30 P.	
1.80	2.00 ,	1.30	, 2,00 ,,
2,20	3.00	Λ ο Λ ΄	, 3.30 ,,
8,80	• • •		4.00
4.16	4.30 ,,		, 4.30 ,,
4.50	5.10 ,,	4.50	, 5.10 ,,
5.25	5.40		5.40
	6.15		6.15
6.45	7.00		7.00
7.15	***** 11	7.15	i) (1.00));

* There will be no Launch on Monday and Friday, on account of coaling. The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, THE OVERLAND RAILWAYS,

ATLANTIO & OTHER CONNECTING STEAMERS.

THE Steamship GAELIC will be despatched for San Francisco, via Vokohama, on TUESDAY, the 12th Connection being made at Yokolama, with Steamers from Shanghai and Japan

All Parcel Packages should be marked to address in full; and same will be received day previous to sailing.

RETURN PASSAGES.-Passengers, who have paid full fare, re-embarking at San within six months, will be allowed a discount Shipping Orders will be granted until of 20 % from Return Fare; if re-embarking Noon. within one year, an allowance of 10 % will be made from Return fare. Pre-Paid Reto through fares from China and Japan to

> Europe. Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Offices, iddressed to the Collector of Customs, San For further information as to Freight

> or Passage, apply to the Agency of the Company, No. 501, Queen's Road Central. · 0, D. HARMAN, A gent.

> CANADIAN PACIFIC LINE. TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE

UNITED STATES, AND EUROPE,

Hongkong, June 22, 1887

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

2,553 Tons Register, PRICE, Commander, will be despatched for VAN-COUVER, B.C., via KOBE and YOKO-HAMA, on TUESDAY, the 12th July, at |ger, China Mail Office." To be followed by S.S. ABYSSINIA, on the 26th July, and S.S. PARTHIA,

on the 19th August. These steamers, formerly in the Cunard Service, lately received New Engines and Boilers, and can maintain a speed at sea of

from 13 to 14 knots. Connection will be made at Yokohama with Steamers from Shanghai and Japan and CARGO, will leave this port as above, Ports, and at Vancouver with San Francisco by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY. The attention of through passengers is

> Railway being the best built and most splendidly equipped line over constructed on the American Continent, and specially adapted for Summer travelling. Consular Invoices for Goods to United States points should be made out inquadruplicate, and addressed to Mr. D. E.

B.C., and sent to us. Freight will be received on board until p.m. on the 11th July. and should be marked to address in full;

and the same will be received by us until 5 p.m. the day previous to sailing. For information as to Passage or Freight, ADAMSON, BELL & Co.,

Agents.Hongkong, June 28, 1887.

> U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP

> > COMPANY.

THROUGH TO NEW YORK, YIA VERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

1 NEW YORK will be despatched GULF PORTS, MARSEILLES, for San Francisco, via Yokoliama, on

the United States, and Europe. NAVIGATION COMPANY'S Steam-ship portation to Yokohana and other Japan A few short notices of New Books and a MALWA, Captain G. W. ATKINSON, with | Ports, to San Francisco, to Atlantic and number of Notes and Queries, one of which Her Majesty's Mails, will be despatched Inland Cities of the United States, vil Over- "On Chinese Oaths in Western Borneo from this for LONDON direct, via SUEZ | land Railways, to Havana, Trinidad, and | and Java" might appropriately have been

Through Passage Tickets granted to Parcels and Specie (Gold) at the Office | England, France, and Germany by all The present publication, judging by the trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, withinsix months, will be allowed a discount The Contents and Value of Packages are of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Roturn Fare. These allowances do not apply | ation, rendering some such channel of pub-

> Freight will be received on board until 4 may fairly be looked or from the members p.m. the day previous to sailing. Parcel of the foreign consular services, the Chinese Packages will be received at the office until Customs' corps, and the missionary body, 5 p.m., same day; all Parcel Packages among whom a high degree of Chinese should be marked to address in full; value scholarship is now assiduously cultivated,

> destined to ports beyond San Francisco | creditable to their respective authors . . should be sent to the Company's Offices in | Some translations from Chinese novels and

of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company, No. 50a, Queen's Road Central. C. D. HARMAN,

Agent. -Hongkong, June 30, 1887.

Mr. Andrew Wind, NEWS AGENT, &c. 21, PARK ROW, NEW YORK; authorized to receive Subscriptions, Advertisements, &c., for the China Mail, Ourland China Mail, and China Review,

NOW READY. THE REVENUE OF CHINA. BERIES OF ARTICLES Reprinted from 'The China Mail.' WITH AN APPENDIX.

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THE CHINA REVIEW:

PUBLISHED BI MONTHLY,

I HIS Review, which was intended to meet the wants of many students of Chinese caused by the discontinuance of ' Notes and Queries on China and Japan,' has reached its Fourteenth Volume. The Review discusses those topics which are uppermost in the minds of students of the 'Far East' and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original Papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Castoms, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the Review new gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the Review in this direction, the Magazine would be malemore generally

The Review department receives special attention, and endeavours are made to present a careful and concise record of Literature on China etc., and to give critiques embodying sketches of the Most recent works on such topics. Authors and Publishers are requested to forward works to 'Editor, China Review, care of China

The Notes and Queries are still continued and form an important means of obtaining from and diffusing among students know ledge on obscure points. The Correspondents' column also afords farther and greater facilities for the inter-

change of views and discussion of various Original contributions in Chinese, Latin or any of the Modern Languages are received. The papers are contributed by the members of the various Consular, the Imperial Customs, and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship

is assiduously cultivated. Amongst the regular contributors are Drs. Chalmers Eitel, Bretschneider, and Hirth, Processon Legge, and Messrs Balfour, Watters, Stent Phillips, MacIntyre, Groot, Jamieson Faber, Kopsch, Parker, Playfair, Giles Piton, and Taylor,-all well-known names indicative of sound scholarship and thorough mastery of their subject. The Subscription is fixed at \$6.50 pc

THE British Steamship BATAVIA, annum, postage included - payable in ad Orders for binding volumes will be promptly attended to; Address, 'Mana

> Officers of the Press. 'All our learned societies should sub scribe to this scholarly and enterprising $R\epsilon$ onew.'-Northern Christian Advocate (U.S.) The China Review * * * * has an ex cellent table of contents.'-Celestial Empire The Publication always contains subject of interest to sojourners in the Far Estan the present issue will hold favourable if no advantageous comparison, with precedin numbers.'-Celestial Empire.

'This number contains several article

of interest and value. '-North-China Herak drawn to the fact, of the Canadian Pacific 'The China Review for September-Octobe fully maintains the high standard excellence which characterises that publi tation, and altogether forms a ver interesting and readable number. Me corologists will find an interesting and valuable contribution by Dr. Fritschi on "the Amount of Precipitation (Rai BROWN, District Freight Agent, Vancouver, and Snow) of Peking," showing the result of observations made at the Imperial Rus sian Observatory at Peking, from 1841 1880. "Notes on the Dutch Occupation All Parcels must be sent to our Office of Formoss," by Mr. Goo. Phillips, contain some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of "The Divine Classic of Nan-Hua," and the Notes and Queries are as usual very interesting. '-North China

Daily News.

'A substantial and reliable Review which all students of China and the Chinese would do well to patronise.'—Chrysanthemum. 'The November-December number of the China Review contains less variety than usual, but the few articles are very interesting. The opening paper by Mr Herbert A. Giles on "The New Testament in Chinese" treats of a question that must necessarily be of great importance in the eyes of all missionaries. . . Mr E. H. Parker's "Short Journeys in Szechuen" N. B.—Cargo can be taken on through Bills I THE U. S. Mail Steamship CITY OF are continued, and a goodly instalment of these travels in the interior of China is given. Mr F. H. Ballour contributes - 1 TRIESTE, HAMBURG, NEW YORK | SATURDAY, the 23rd July, at 3 p.m., paper of some length entitled "The Ema taking Passengers and Freight for Japan, peror Cheng, founder of the Chinese Empire," which will be read with genuine Through Bills of Lading issued for trans- interest by students of Chinese history.

> and South America, by the Company's and | the number.'-H.K. Daily Press. Trubner's Oriental Record contains the following notice of the China Review:number now before us, is intended to occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the Calcutta Review. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of informto through fares from China and Japan to licity as is now provided extremely desirable; and contributions of much interest

and who are severally represented in the first Consular Invoices to accompany Cargo | number of the Review by papers highly Sealed Envelopes, addressed to the Collector | plays are marked by both accuracy and freshnoss of style; and an account of the earser of the Chinese poet-statesman of the eleventh sentury, Su Tung-p'o, by Mr. E. C. Bowrs, is not only historically valuable, but is also distinguished by its literary grace. Beside cotices of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctuality

and detail, we are glad to notice that 'Notes' and 'Queries' are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predeceasor in the field, and that the China Review may receive the support necessary to luxure

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its continuance.

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at Shanghai and Hongkong, at LANE, CHAWFORD & Co., Hongkong, and at the Thing Mail Office,

Werchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To imilitate finding the position of any vessoi in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels here the Hongkong shore are marked h., near the Kowloong shore k., and those in the body of the

Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

7. From Navai Yard to Blue Buildings. 1. From Green Island to the Gas Works. 8. From Blue Buildings to East Point. 2. From Gas Works to Jardine's Wharf. 9. From Kellett's Island to North Point. 3. From Jardine's Wharf to the Harbour Master's Office. 10. Kowloon Wharves. 4. From Harbour Muster's to the P. and O. Co.'s Office. 11. Jardine's Wharf. 5. From P. and O. Co.'s Office to Peddar's Wharf. 6. From Peddar's Wharf to the Naval Yard.

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Mer Britannic Majesty's Ships on the China Station.

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		7.400	 		Chatain D. Dlain Macanashia	Shanghai
Alacrity	despatch-vessel	1400	-		Captain R. Blair Maconochie	
Audacious*	double screw iron frigate	6010	10	4330	Capt. Robert Hastings Harris	Nagasaki Talam
Champion	corvette	233 0	14	2340	Captain A. T. Powlett	Johore
Cleopatra	corvette	2380	14	2610	Captain L. C. Keppel	Johore
Cockchafer	gunnost	465	4	470	LieutCom. H. H. Boteler	Hongkong
Constance	corvette	2380	14	2590	Capt. Seymour Dacres	Yokohama
Cordelia	corvette	2420	—		Captain Henry H. Boys	Nagataki
	stoop	940	4	920	Captain A. H. Boldero	Shanghai
Daring Esk	gunboat	360	3	340		In reserve
	ganbost	465	4	470	Lieut, Com. H. R. Adams	Singapore
Espoir	, =	455	4	460	LieutCom. Denison	Shanghai
Firebrand	gunboat	1420	Ā	1470	Captain Chas. J. Balfour	Kobe
Heroine	corvette	3750	10	5000	Captain M. J. Danlop	Yokohama
Leander	cruiser	756	K	1050	Commander W. Marrack	Shanghai
Linnet	gun-vessol			430	LieutCom. W. M. Maturin	Shanghai
Merlin	gunboat	430	*	250		Hongkong
Midge	hulk	603	<u> </u>	690	Commander W. U. Moore	Shanghai
Rambler	. ↓ sloop	839	3	1	Continuider W. C. Minchen	
Sapphire .	corvette	1970	12	2360	Captain R. G. Kinahan	Shanghai
Satellite	craiser	1420	8	1400	Captain Arthur L. Alington	Amoy
Solent	torpedo mining launch	150	-			Hongkong
Swift	gun-vessel	*756	5	1010	Commander A. C. B. Bromley	Amoy
Tweed	gunboat	360	3	340		In reserve
Victor Emannel	receiving ship	5157	14	} . 	Commodore Maxwell	Hongkong
Wanderer	gunbost	925	4	750	Captain Orford Churchill	Shhangai
Wivero	turret ship	2750	- ≰	1450		Hongkong
Zenher	gunbost	438	1 3 4 %	530	LieutCom. Chas. K. Hope	Canron

Flagship of Vice-Admiral Vesey Hamilton, Commander-in-Chief.

Wandering Minstrel... 5 k Brit. bqtin. 366 April 14

For H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list,

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tous.	Guns.	Н.Р.	* Captain	Where at.
Aleout	Russian gunboat	800		· ·	Captain Parenego	Nagasaki
Aragon	Spanish cruiser	1908			Captain D. E. Zulnaga	Manila .
Aspic	French gunboat	470	4	450	Commander Rups	
Aurora	Austre-Hungarian cruiser	1430		l —	Captain Franz Muller	Negesaki
Bobre	Russian cruiser	1100			Captain Menachicoff	Nag-saki
Brooklyn	U. S frigate	3900	14	1200	Flagship of Admiral Chandler	Yokohama
Comète	French gunboat	475	4	450	LieutCommender Noirot	Haiphong
Dmitry Donakoy	Russian frigate	6000		-	Captain N. Scrydloff	Nagasaki
Essex	U. S. corvette	1375	6	900	Commander Jewel	Yokohama
	French gunbeat	415	2	270	LieutCommander Fonet.	Haiphong
Jaguar	French gunboat	485	4	425	Captain Neny	Haiphong
Lutin	U. S. corvette	1900	7	1170	Commander Merrill Miller	Chelmulpo
Marion	U. S. sloop	1370	6	1470	Commander H. Glass	Yokohama
Monocaey	Russian gunboat	455	7	60	Commander Moltsoff	Corea
Mordj	German gun-vessel	755	4	600	Captain von Hoven	Singapore
Nautilus	Russian cruiser	1330	q	250	Captain Zarine	Vladivostock
Nayezdink	U. S. corvette	2400	12	1150	Capt. Courtis	Yokohama
Omaha		420	8	500	Liout Com. Thomas Nelson	Yokehama
Palos	U. S. gunboat	L 5	<u> </u>	2,50	Captain M. Foret	On a cruise
Parseval	French gunboat	5:0		420	Lieut Commander Peidloue	Haiphong
Pluvier	French gunboat	510	15	2270	Captain Buge	Yokohama
Primanguet	French cruiter	2290		4415	Osptain F. Grevalt	Manila
Rapido	Italian cruiser	1458	5		Captain Raphael d'Andrade	Hengkong
Rio Linia	Portuguese gunboat	540	_		Captain Th. Avellan	Nagasaki
Rynda	Russlan cruiser	3000	-	1000	Commander Suctrieff	Corea
Sivotch	Russian cruiser	900	, , , , , , , , , , , , , , , , , , ,	1000 80	Commander Boyle	Japan
Sobol	Russian gunboat	455	1 1	-11	Commander P. I. Gonveis	Macao
Tameya	Portuguese gunboat	610	5	500	Captain Juge	Yokohama
Turenne	French frigate	\$880	12	4250		Nagasaki
Vestnik	Russian corvette	1330		463	Optain Lang	Nagasaki
Vipore	French gunboat	430	4	425	Capt. de Maroller	Nagasaki
Vitiaz	Russian corvette	2950	12	-	Captain Makaroff	Viadevou ock
Vostock	Rizellan girnboat				thomander Molohonsky	
Wolf	German gunboat	384	₿	340	Captain Josselike	Shanghai

SH PPING IN CHU PHILIPPINES, AN WATERS.

Amigo

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WHAMPOA. Flag & Rig. Dest Brit. str. Benarty str. Shangh Canton Ger. Velox Brit. Yangtsze

> . AMOY. In port on July 4, 1887. MERCHANT STEAMERS. German British British British

Zafiro MERCHANT SAILING VESSELS. Brit sh. Bylgic Olaro Babuyan Brit. boe. Ger. Francisca Galveston Johannakremer Ger. bq0. Br. 3m. sc. L'Avvenire Amer. sch. Oscar Mooyer Ger. bge.

FOOCHOW. in port on June 21, 1887. MERCHANT STEAMERS. Brtiish Guthrie British Glengarry British Kaisow British Patroclus British Taku MERCHANT BAILING VESSELS. Brit, bqe. Anglo India Norw. bge.

Emilie Brit. bge. Hedvig Brit. John Polis SHANGHAI. In port on June 25, 1887. MERCHANT STEAMERS.

British Braunschweig German Carmarthenshire British British Chefoo British Dardanus British Deucalion Chinese Fungshun Chinese Fuyew British Glencon British Glenfruic British Glengyle Chinese Hae-chang British Ingeborg Iraouaddy French Johann German Chinese Kiang-kwan Kiang-tung Chinese British Kowshing British Kung-wo British Nanzing Ningpo British British Oopack British Hankow, &c. Pekin British Ravenna Store Nordiske Danish British Sual Wenchow British British Wismar

British Wuchang MERCHANT SAILING VESSELS. Brit. bqs. Batavia Brit. / bge. Chihaya Maru Japan bq. Faugh Balaugh Gr. 3m. sc. Johann Adolph Ger. sch. J. Nichelson Brit. bqc. KumasakaMaru Japan, bee Brit. bqe. Brit. bqe. Brit. bye. Sea Swallow Walls Castle Brit. bue. Wm.C.Connor Amer. sh.

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NAGASAKI In port on June 22, 1887. Jap. hulk. Atago Maru Kozaki Maru Japan. bqe. YOKOHAMA.

In port on June 21, 1887. A. G. Ropes Amer. sh. Brit. sch. Beatrice Brit. bqe. B. B. law Brit. sh. Hilaria Amer. sh. McNear HIOGO.

In port on June 21, 1887. Brit. bge. Ellen A. Read Brit. sh. Guy C. Goss Amer. ah. MANILA.

In port on June 28, 1887. Brit. baes Clan Robertson Brit. sh. Earl Granville Brit. sh. Brit. bqe. Fildenhope Jas. A. Wright Amer. bqe. Brit, bqe. Jas, G. Bain Ger. bqs. L. Schepp Siam. bqe. Manuel Ringleader Amer, th. Sachem Amer. sh. BANGKOK. In port on May 14, 1887. Siam. oge. $\mathbf{Advance}$ Brit. Aline Brit. Aurora Brit. Batavia Siam. 3 sc. Caroline Siam, bqc. Siam, bg. Diamond City Doretla Norw. bge. Siam. bge. Emilie Foochow Siam. Goliah Kong Lee Siam. Long Him Siam. Siam. Meridian

Queenof EnglandSiam.

Chi. Printed and published by GEO. MURRAY Barn, at the China Mail Office, No. 2. Wyndham Street, Hongkong.

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